Action Plan

British Waterways

Waterway Regeneration

January 2001

LEASIDE

Limehouse Cut

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Summary

Leaside Regeneration Limited and British Waterways jointly commissioned this design strategy mainly for the Limehouse Cut to identify opportunities for waterside enhancement and regeneration.
This strategy will assist the vision of Leaside Regeneration Partnership in transforming the quality of lives of the residents of Poplar and Limehouse by developing the area into a spectrum of attractive and vibrant residential and business communities who will enjoy and use an enhanced waterway environment regenerated by series of environmental improvements along the Limehouse Cut and Bow River acting as an additional catalyst for new investment supporting this vision of vitality for the area.

Leaside Regeneration have formalized this vision into a successful bid for single regeneration funding.

Limehouse Cut to Old Ford Locks

BRIEF

Architect Wakefield-Wylde has been commissioned by British Waterways to prepare a design strategy of regeneration projects and initiatives addressing initially the Limehouse Cut relative to the wider regeneration framework for the Leaside area which is being prepared by Leaside Regeneration Ltd.
This initial area of the study commences from Limehouse Basin to the A102 at Bow Locks and is further extended to the Hackney Cut Junction with the Hertfordshire Union Canal.

Whilst deciding on appropriate scheme's within the waterway corridor this document acknowledges past and present projects, initiatives and reports prepared by other design organizations in particular EDAW, Moore Piet Brookes, the Lower Lee Project, Stock/Woolstencroft, Bailey Garner and Waterway Environment Services.
Projects and ideas which bound the waterway have been included in this document and where ever possible illustrations included prepared by the companies mentioned.

It is important to mention that an earlier environmental strategy which was prepared by Moore Piet Brookes in 1997 has been reviewed in terms of those projects which relate to the waterway.
It is recognised that some of the scheme's contained in this particular strategy appear again as it was felt that further work to underpin the earlier initiative is necessary.

Further projects which did not reach practical fruition are again supported by this document by their inclusion in the proposed schedule.

A short resumé of the work each of the design organization follows in order to place this document in context with the wider partnership programme

Study area

L.B. ENFIELD

L.B. HARINGEY

L.B. EALING

L.B. BRENT

L.B. HILLINGDON

L.B. CAMDEN

L.B. WALTHAM FOREST

LEE NAVIGATION

L.B. ISLINGTON

L.B. HACKNEY

L.B. NEWHAM

L.B. HAMMERSMITH & FULHAM

CITY OF WESTMINSTER

CITY OF LONDON

R.B. KENSINGTON & CHELSEA

L.B. HOUNSLOW

Geographical context

2.2

Summary of relevant key studies and reports

EDAW

EDAW has completed its first draft of a wider regeneration framework on behalf of Leaside Regeneration Limited. Included in this report are direct references to the Limehouse Cut providing a strategy together with specific proposals which are supported and included in this document.

Moore Piet Brookes

MPB were originally responsible for an earlier environmental strategy which has been partially implemented. Their current study concentrates on an area known as Fish Island in which the overall objective is to improve the area's image in order to attract inward investment.
A strategic node point which coincides within this study and that of Fish Island is Old Ford Locks in terms of lock-side improvement works and redevelopment surrounding the locks.
MPB are currently developing further proposals.

The Lower Lea Project

The thrust of The Lower Lea Project's work relative to this study is a Boundary Improvement Programme which is also in the Fish Island area.
The aim of the programme is to work in partnership with businesses improving boundaries and increasing the aesthetic value making the waterway more attractive for recreational use.
The Lower Lea Project provide managerial and practical 'hands on' work with regards to River Maintenance and Environmental/Conservation management and environmental training for businesses.

Stock/Woolstencroft and Bailey Garner

Both of these companies are professional Architects and Urban Designers acting on behalf of Poplar HARCA. the earlier thrust of Stock/Woolstencroft's work relative to the Limehouse Cut has been to facilitate new homes along the canal replacing post war high rise blocks. This regeneration continues with the emergence of Poplar HARCA, the UK's first Housing and Regeneration Community Association (HARCA).
Stock/Woolstencroft's development proposals have mainly concentrated around the Lansbury area with the inclusion of Bartlett Park which offers a unique opportunity to maximise its proximity to the Limehouse Cut by major landscaping improvements and the creation of new community facilities.
Bartlett Park features both in this study and that of EDAW as a strategic node point for significant change and destination along the waterway by the development of much needed quality public open space and leisure facilities.

Bailey Garner proposals in association with Stock/Woolstencroft concentrate on the Teviot Estate by developing low rise residential units again around another strategically important junction with the A102 supported by EDAW recognition of the northern side of the cut as an area in much need of redevelopment.
The close proximity of Bow Locks and redevelopment aspirations of Tower Hamlets with regards to Coventry Cross integrate the four sites together for careful consideration calling for a holistic master-plan.

British Waterways; Waterway Environment Services

Whilst developing this strategy reference and acknowledgement must be made of British Waterways in-house study of the Bow Back River which overlaps this study between Bow Locks and Old Ford Locks.
Some of the initiatives and ideas from this report which did not come to fruition have also been included and scheduled in this document as still being relevant or underpinned further.

The current findings of the various ideas, initiatives and aspirations are brought together in this study with additional commentary and guidance as they relate to the waterway.

Historical Background

Historically the River Lee was the subject of the first Act for the navigational improvement of any river in the British Isles passed in 1424. An Act of 1571 granted improvement powers to the Lord Mayor and City Council of London who were concerned about grain supplies via the navigation.
They were allowed to make new cuts to link the Lee with London but confined themselves to improving the Lee at Bow.

Apart from the use of water by mills the Lee became of increasing importance as a supplier of water to London. The New River Company had opened a channel in 1613 which was a forty mile artificial water course from near Ware to London supplied from springs at Amwell and Chadwell, but they proved insufficient and from the 1750's water from the Lee was being extracted to the detriment of both the mills and navigation.

In order to remedy the various problems with regards to the supply of water and maintain navigation, engineers in 1765 made recommendations with regards to alterations to the locking systems together with proposals for new cuts to be made, including a new entrance cut from the Thames at Limehouse connecting to Bromley.

The Limehouse Cut was opened in 1770 providing navigation to the Thames upstream of the natural entrance via Bow Creek.
The new cut was soon widened to allow barges to pass anywhere along its length being completed in1777.

The cut had its own barge lock entrance into the Thames alongside Regent's Canal Dock until 1968 when it was closed and a new short canal opened to connect with the dock itself.
The dock is now known as Limehouse Basin.

OBJECTIVES

Promote the wider use and access of the waterway network, improving the environmental and water safety aspects of towpaths and waterway.

Achieving improved access and safety will incorporate a range of towpath works, bridge crossings and access points will be improved with increased lighting and remodelling to remove hidden corners, ensuring that access/egress points are visible from the towpath.
In consultation with the community these works will transform the towpath into an area that can be used for leisure and recreation without the fear of crime.

Promote opportunities identified for moorings, further improvements for navigation and development that could increase links with the waterway.

Safeguard angler's interests as improvements /developments take place.

Promote well-designed, clear and coherent signage to encourage the waterways to be used to their full potential.

Support the continued development of cycle routes through the area linking with the Lea Valley and River Thames.

Encourage businesses along the waterway to develop water frontages

Working in partnership with local landowners, businesses and the community this objective will seek to implement boundary improvement projects along the length of Limehouse Cut to Hackney Cut. These will not only improve the visual aspect of the canal but also the safety of towpath users and the security of adjacent sites.

Improving the waterway has the potential to enhance significantly the many potential development sites along the waterway.
The project will seek to secure private sector partners to turn some of the derelict sites into high quality mixed use developments in line with the principles of the Urban Task Force report.

Protect and enhance the ecological value of the waterway

The proposed boundary improvements will improve the opportunities to increase the biodiversity of the waterway

Promote the area and develop a place where people want to live and work

Ensure that all new developments address the waterway in a positive way, negotiate planning gain to the benefit of the waterway.
Promotion of mixed tenure along the waterway for a dynamic and animated waterspace and frontage.
Review current planning policy and strengthen as required those policies relative to the regeneration programme set out by Leaside Regeneration Limited.
All key sites must have a planning brief which incorporates recommendations from the waterway perspective.

THE STRATEGY

Issues:

- Intimidating
- Narrow Towpath
- No clear access or egress
- Poor quality building, industrial and residential
- Little public open space
- Unsightly waterway walls
- Visually poor bridges with dark undercrofts
- New development turns its back and in the case of new housing does not relate well to the waterway in terms of orientation, openness, level change and access points being locked
- Mooring bollards are on the inside of the towpath which could cause hazards
- Community perception of a dangerous environment
- Poor business boundaries with parking bins and storage fronting the waterway
- Little boating activity, no permanent moorings
- No strategic links between access routes

The Limehouse Cut runs in a south west/north east direction from Limehouse Basin up to the River Lea at Bow Locks.
The towpath is on the south side and is usually in shadow because of the predominant development, which is structured, on the boundary. This is also usually the situation on the north side, buildings tend to be constructed directly on the waterway boundary with little or no open space.
For most of its length the towpath is also at a much lower level than the adjacent development.
Another intimidating factor is that the towpath is also quite narrow from the edge of the waterway coping stone to the boundary; where the towpath is adequate in overall width the footwalk surface is narrow with vegetation each side of the gravel strip.

Once the towpath user leaves Limehouse Basin passing under Commercial Road Bridge it is difficult to see where egress from the towpath is possible. In most instances it is not until the user is alongside a possible exit that it becomes visible.
The combination of the drop in level between the waterway and towpath surface and the other factors above, together with a limited number of access and egress points, ensures that much of the canal is currently secluded from the surrounding areas.

Most land uses facing the canal are industrial though this has changed in recent years along the Limehouse Cut between Upper North Street Road Bridge and Colmans Wharf, but unfortunately doing little to relieve the overwhelming feeling of intimidation.

Access

The thrust of this strategy therefore is to put forward proposals to improve access and egress at each of the current road bridges, supporting proposals from current studies suggesting locations for new footbridges connecting communities and resources each side of the cut and further proposals for linkages across the waterway.
Establishing the Cut as a safe and secure pathway with lighting, signposts and ramps at as many access points as possible with gateway identification

In order to overcome some constraints which will inevitably be found at some of the existing bridge crossings this report suggests that where the provision of suitable access in terms of steps and ramps, that the waterway beneath the bridge and alongside the towpath could be narrowed to provide sufficient land in order to implement not only the required structures to allow access, but also seating lighting, signage and mooring points for a network of water taxi's serving the circuit of the Limehouse cut, Regent's Canal, Hertford Union Canal and Bow River.

Environmental improvements, which increase the canal's ecological and bio-diversity will also have an enormous contribution to the regeneration factor. Proposals for various sites are included within this report alongside boundary improvements building on the work of Moore Piet Brookes environmental strategy

Within the boundary proposed projects it will prove important to run a boundary campaign for industrial frontages which will seek to engage with the industrialist an improvement in their site's management and rationalization of use.

The Strategy

Enhance the environment of the waterway with a range of improvements along the Limehouse Cut which will act as a catalyst for new investment adding vitality.

Improvements to include :-

- New residential focused around a waterfront
- New business developments positively addressing the waterway
- Business boundary improvements
- Towpath and access improvements from signage to widening and new access points
- Safety improvements such as under bridge lighting and removing hidden corners
- Environmental, landscape, ecological and art works
- Mixed moorings installations to cater for trip boats, community, education boat, residential, pleasure and visitor mooring plus boaters facilities

Strategy for significant change

- Improved access
- Improved signage
- Support new footbridges which connect communities together sharing area resources
- Visually improve waterway walls
- Widen Towpath
- Promote moorings relating wherever possible to new development schemes- cluster developments, residential/permanent/trade and commercial to appropriate British Waterways standards
- Extend towpath under A102 and at Bow Flyover
- Promote waterway transport-water taxi/shopping boats
- Develop quality node points
- Robust planning policy

There are seven development node points anticipated within the study which are as follows:-

A Limehouse Basin/Commercial Road - Part redevelopment site south side of the cut, existing warehouses ideal for conversion into residential apartments with café/restaurants at the lower level relative to the waterway and a potential mooring location. Included in the EDAW study is also a proposal for a footbridge which would link the area between Commercial Road and Copenhagen Place housing to the North of the canal

B Bartlett Park - Proposed redevelopment of park. Currently the park is physically separated from the waterway by a poor slab block social housing known as Cotall Street. The intention is that this building will be demolished allowing a further landscaped public park to become properly integrated with the waterway. Alongside these proposals Poplar HARCA intend to construct a new community building will provide facilities for the Lansbury District which is to be planned relative to the waterway.
Opposite Bartlett Park is another opportunity to redevelop land for further community and A3 uses integrating a node of development and interpretation opportunities for the waterway.
Bridge improvements to Upper North Street Road Bridge are also proposed.

C Bow Locks/Coventry Cross/Epsom Street - Redevelopment of part existing buildings with new buildings for B1, retail and commercial, live/work units mixed use - another Bow Wharf style development with potential mooring locations opposite the new Teviot Housing redevelopment and at Bow Locks.
Landmark buildings proposed each side of an improved A102 bridge with extended towpath under to Bow Locks. These three sites would be connected via two proposed footbridges linking the Teviot estate to Epsom Street and Epsom Street through an extended subway across to Bow Locks Proposals for the Coventry Cross Site are being drawn by Sir Alfred McAlpines for a mixed use development of B1, conference, health and hotel operation facing Gillender Street with residential fronting the waterway.

D Three Mills/Twelve Trees link to Davidson site - Part redevelopment site, B1, live/work units Bar/cafes extension of opposite towpath route leading from supermarket site through to new residential Davidson site. Potential mooring location and mooring area for a shopping/community boat adjacent to Tesco's boundary

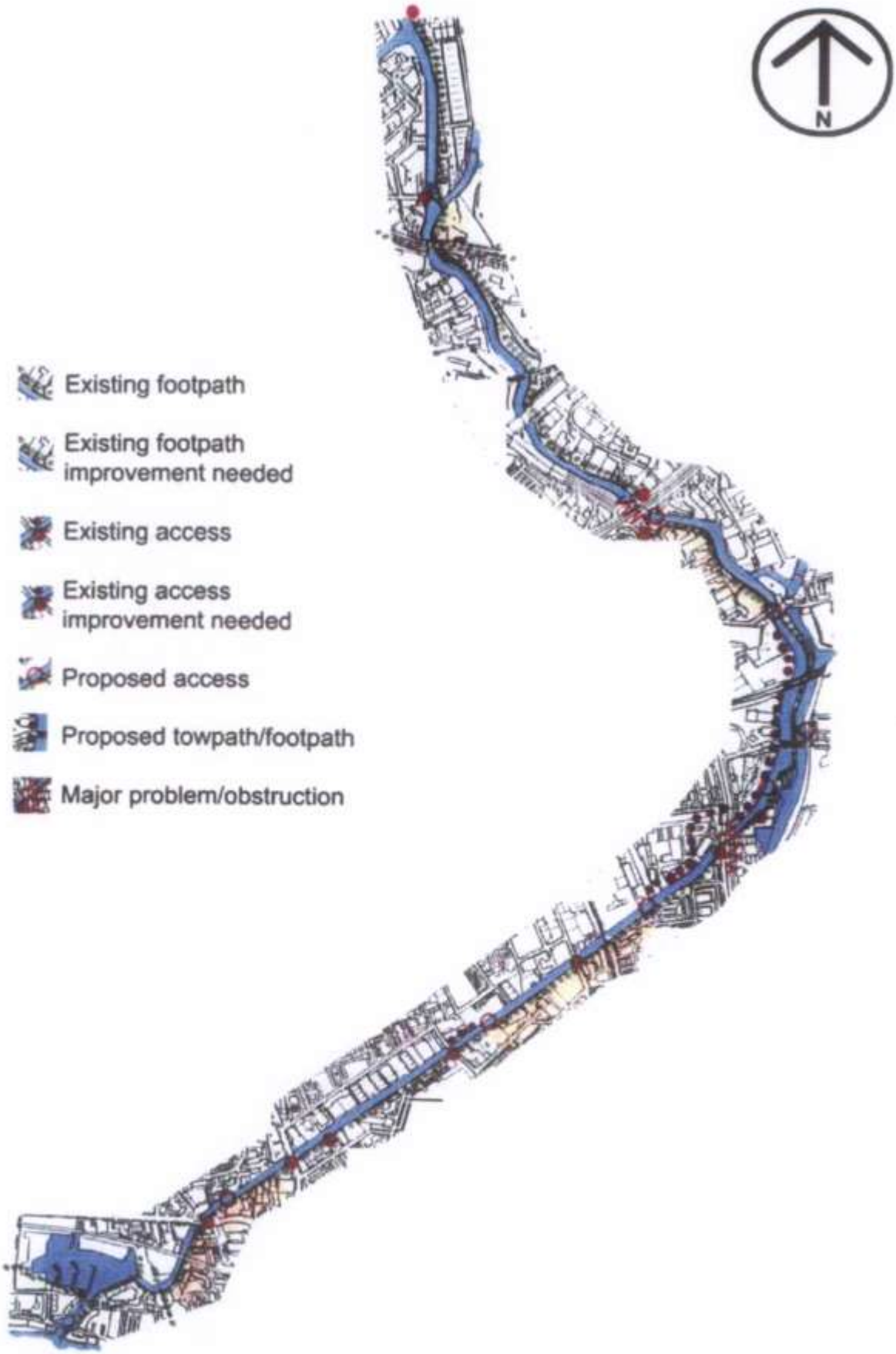
E Bow High Street A11 Flyover - Redevelopment of advertising hoarding and associated landscaping with footway links under roadway to extend towpath to junction with Bow Back River. Towpath served by conversion of existing pipe bridge and/or associated footbridge use.

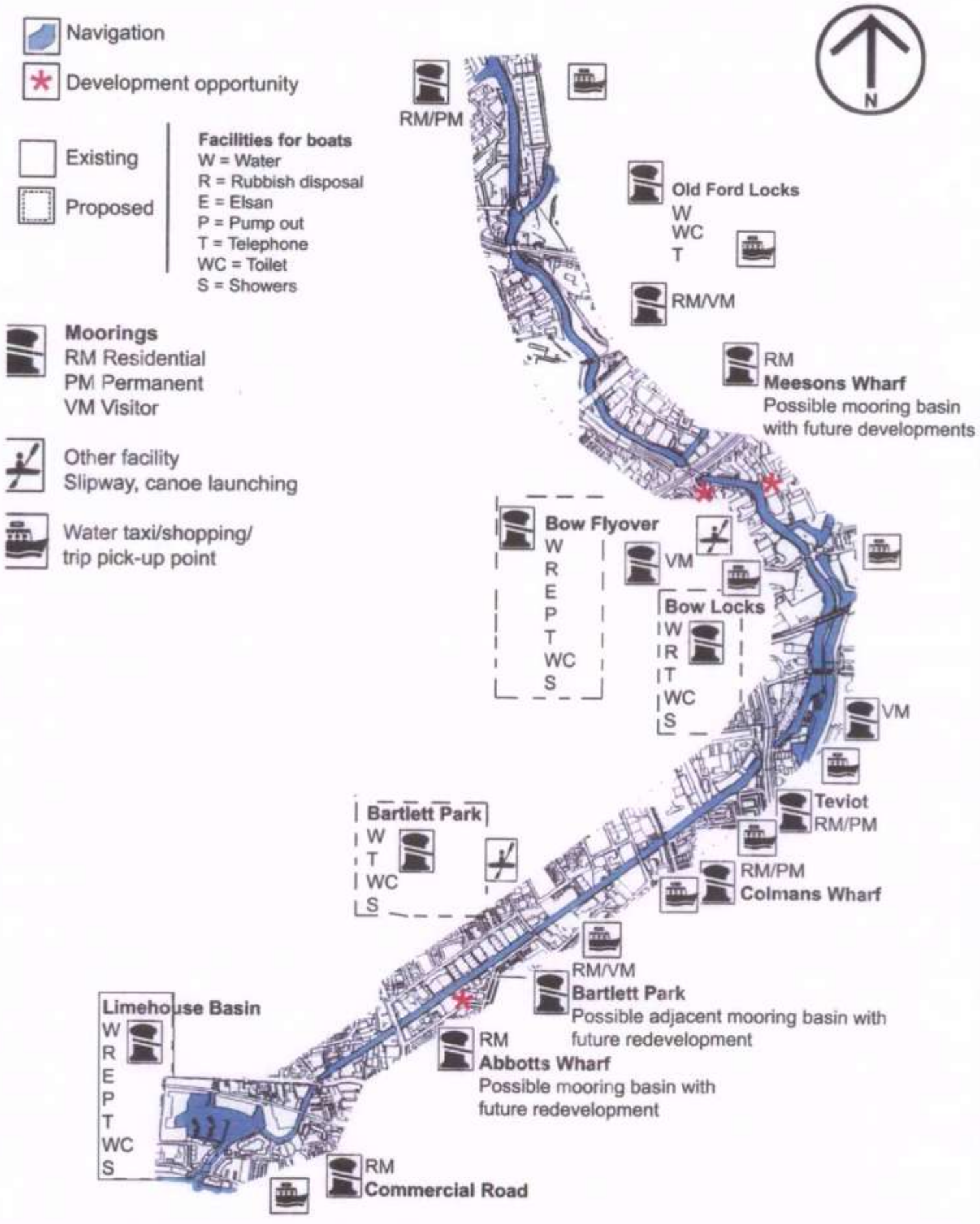
F **Old Ford Locks** - Redevelopment site using part redundant buildings, mixed use scheme with associated mooring destination.

G **Junction of HUC and River Lee/Northern end of Limehouse Cut** - Redevelopment site - mixed use with associated new footbridge over the Hertford Union Canal and potential mooring scheme.

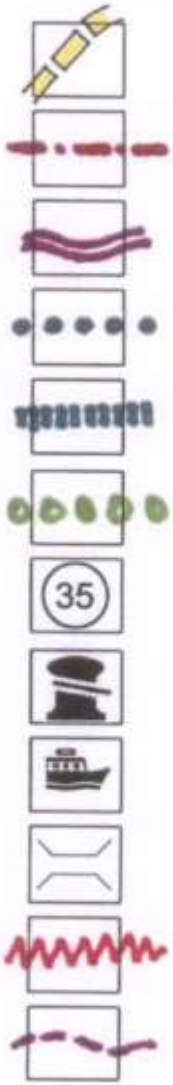
Other significant redevelopment areas which require high quality mixed use schemes to improve built development with the waterside are at Vulcan Wharf/Cooks Road and St.Clements Wharf currently owned by Railtrack

N
Existing uses
Industrial
Commercial
Residential
Green Space
Opportunities/Recommendations
Key areas of future development/change
Key areas of development
Detailed proposals currently being developed
Enhancement of relationship between built environment and waterway
Reinforcement/retention or additional creation of green waterway


N
Existing footpath
Existing footpath improvement needed
Existing access
Existing access improvement needed
Proposed access
Proposed towpath/footpath
Major problem/obstruction


Navigation
Development opportunity
Existing
Proposed
Facilities for boats
W = Water
R = Rubbish disposal
E = Elsan
P = Pump out
T = Telephone
WC = Toilet
S = Showers
Moorings
RM Residential
PM Permanent
VM Visitor
Other facility
Slipway, canoe launching
Water taxi/shopping/
trip pick-up point
N
RM/PM
Old Ford Locks
W
WC
T
RM/VM
RM
Meesons Wharf
Possible mooring basin
with future developments
Bow Flyover
W
R
E
P
T
WC
S
VM
Bow Locks
W
R
T
WC
S
VM
Teviot
RM/PM
RM/PM
Colmans Wharf
Bartlett Park
W
T
WC
S
RM/VM
Bartlett Park
Possible adjacent mooring basin with
future redevelopment
RM
Abbotts Wharf
Possible mooring basin with
future redevelopment
Limehouse Basin
W
R
E
P
T
WC
S
RM
Commercial Road

RECOMMENDATIONS



Strategic Node Points Redevelopment/Gateway

Potential Redevelopment Site

New Footbridge proposal

Towpath improvement

New Towpath

Tree/woodland Planting

Recommendation in Text-
Project Number referenece

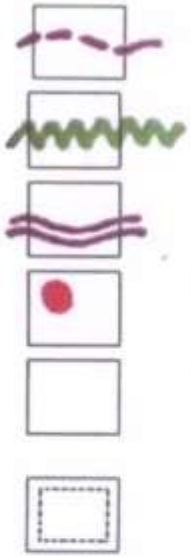
Moorings (RM) Residential Mooring
(PM) Permanent Mooring
(VM) Visitor Mooring

Moorings Water Bus Stop
Historic /Display Craft
Community Boat/Schools Boat

Road Bridge Improvement

Boundary Improvement

Footbridge Improvement



Pipebridge/Railbridge visual improvements

Retention and Enhancement of the waterway corridor

New access point

Improved access point

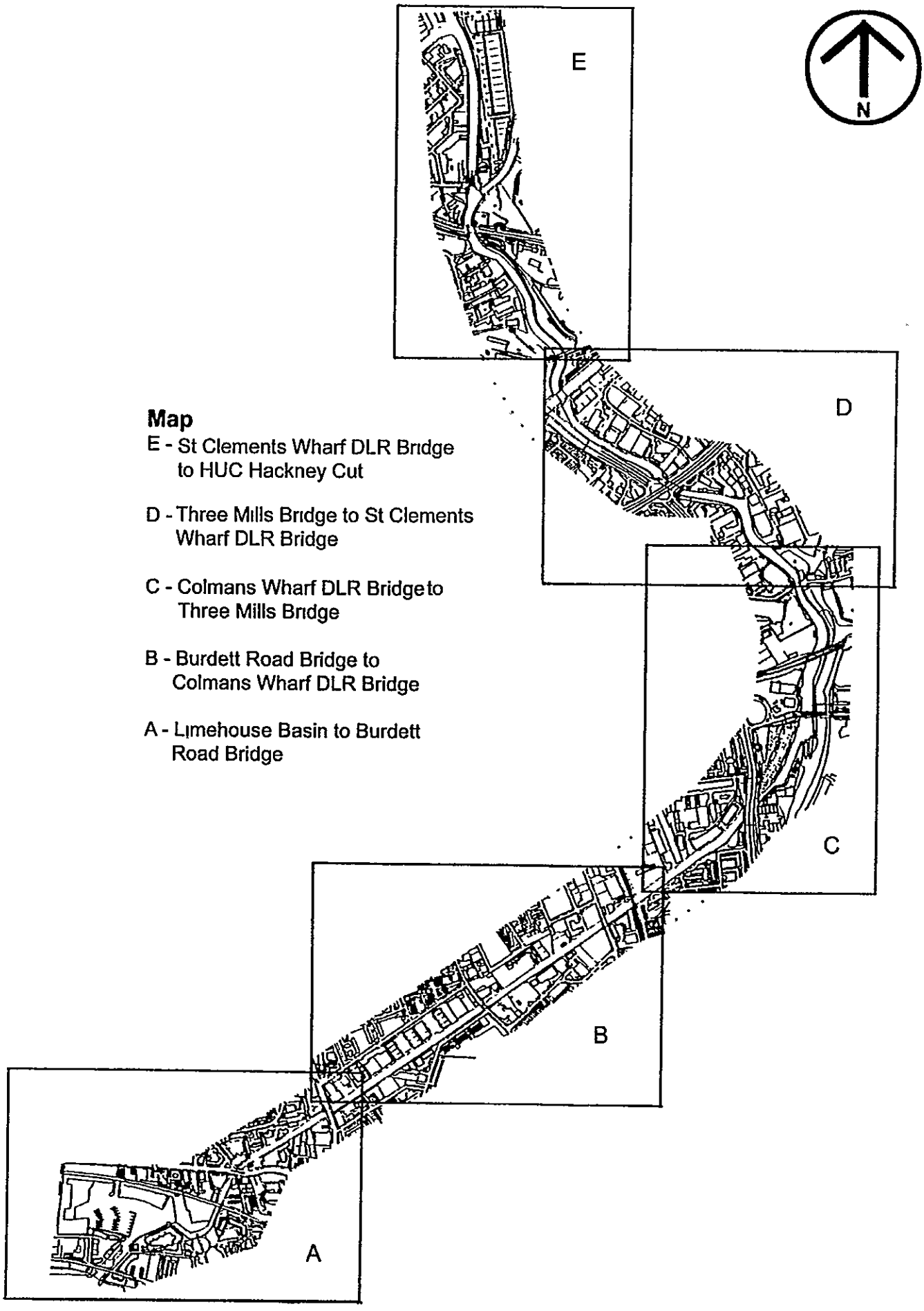
Boat Facilities
Existing
Proposed

(W) Water
(R) Rubbish
(E) Elsan
(P) Pump-out
(WC) Toilet
(S) Showers
(T) Telephone

APPRAISAL

Waterway Area of Study

Green Space



Map

E - St Clements Wharf DLR Bridge to HUC Hackney Cut

D - Three Mills Bridge to St Clements Wharf DLR Bridge

C - Colmans Wharf DLR Bridge to Three Mills Bridge

B - Burdett Road Bridge to Colmans Wharf DLR Bridge

A - Limehouse Basin to Burdett Road Bridge

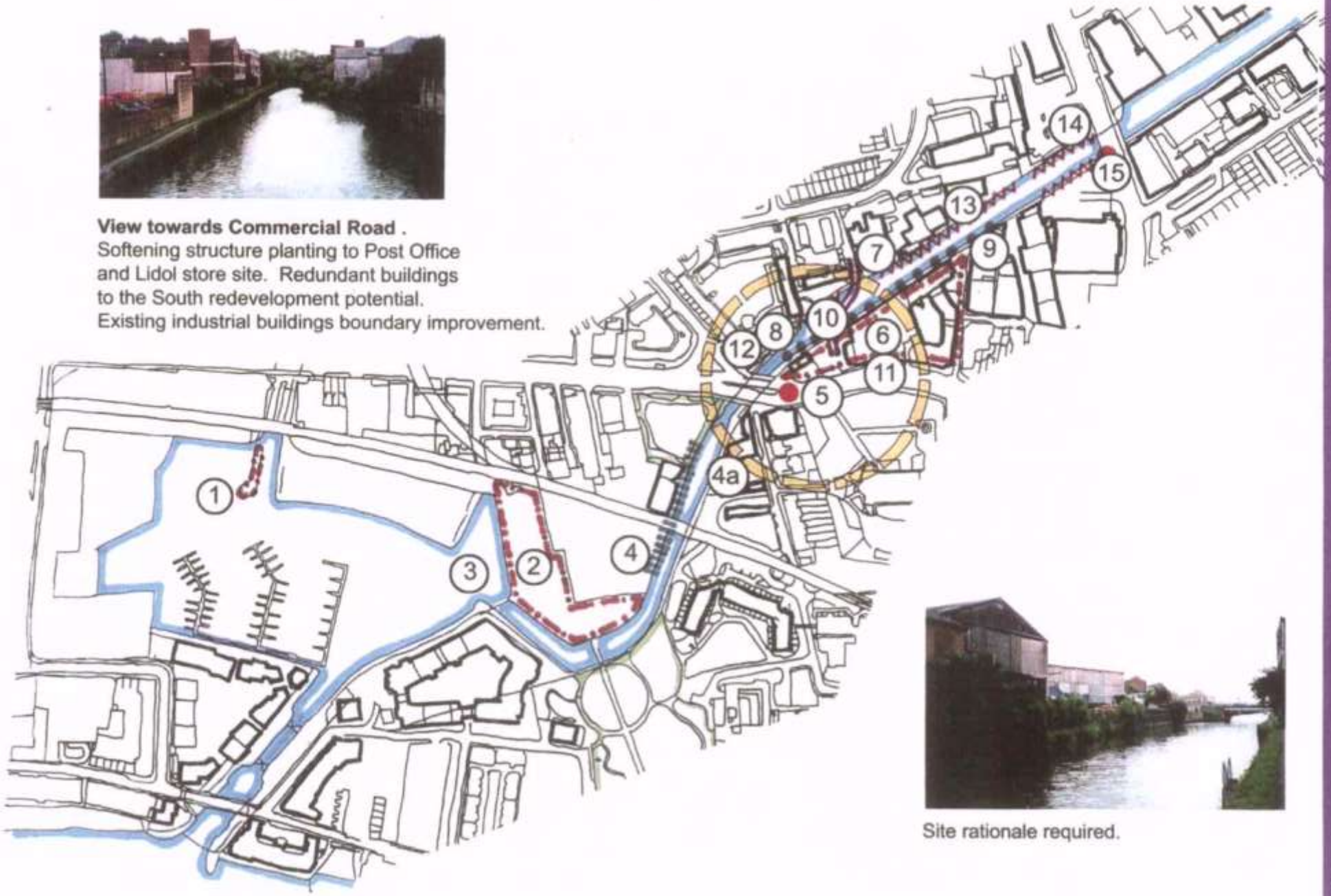
Strategy map location

Recommendations: Area Limehouse Basin to Burdett Road Bridge MAP A

RECOMMENDATIONS

Type	Project No.	Description
Development	1	**Limehouse Basin:** Completion of Development and Waterspace Strategy, café building planned for this peninsular site.
Development	2	**Limehouse Basin:** Completion of Development and Waterspace Strategy; mixed use planned for this remaining site.
Development	3	**Limehouse Basin:** Destination water-taxi pontoon.
Development	6	**Commercial Road:** Removal of advertising hoardings to open up waterway to Limehouse cut. Site potential for conversion into lofts with associated carpark and terraced gardens. Widening of towpath for residential privacy, access and moorings.
Towpath	4	**Limehouse Library Park:** Towpath link from existing park to Limehouse Basin, cantilevered structure along boundary with associated handrailing, requires amendment to existing DLR abutments, new lighting scheme to bridge undercroft,
Towpath	9	**Commercial Road Southern Edge:** Towpath improvements in terms of extending width and resurfacing together with re-establishment of water side mooring bollards.
Access	11	**Commercial Road Southern Towpath:** In association with bridge improvements, new ramped access east of Britannia Bridge.
Improvement	4a	**Limehouse Cut Gateway:** General redesign and improvement to Limehouse gateway structure leading out from Limehouse Basin and from road bridge.
Improvement	5	**Britannia Bridge:** Removal of hidden corners by construction of masonry walling, improved bridge parapet and gateway onto waterway, consideration of underbridge lighting, visual improvements to bridge i e. masking of service pipework (may be redundant), repainting staircase handrailing and extending towpath surface treatments. New handrail to towpath retaining wall in association with the removal of concrete upstand.
Improvement	15	**Burdett Road Bridge:** Narrowing of the waterway to provide land in order to improve ramped and stepped access, improved lighting, bridge parapets, signage and seating Pontoon to serve water taxi. Safety check railings to be incorporated within design as bridge is low relative to towpath in association with secure policy for other waterway users. Possibility of lowering extended towpath alongside existing to allow continued cycling. Warning to cyclists of low bridge. Screen to carparking.
Boundary	7	**Cheadle and Elland House, Our Lady's RC Primary School:** Removal of lower brick walling replaced with new permeable fencing.
Boundary	8	**Cheadle and Elland House, Our Lady's RC Primary School:** Timber fendering to visually poor steel sheet piling.
Boundary	13	**Denmark Wharf:** Removal of visually poor fencing to be replaced with steel mesh fencing with associated coir water matting to encourage soft edging. Rationalisation of site storage.
Boundary	14	**Lidol Store:** Climber pits with associated semi-mature trees to provide soft edging to waterway. Lidol store land. Linear planting to top of concrete retaining wall – possible similar consideration to Post Office site.
Moorings	10	**Cheadle and Elland House:** Pontoons with secure access to moorings with feature lighting.
Management	12	**Commercial Road:** Management over existing vegetation to retain views over the waterway.

View towards Commercial Road .
Softening structure planting to Post Office and Lidol store site. Redundant buildings to the South redevelopment potential.
Existing industrial buildings boundary improvement.



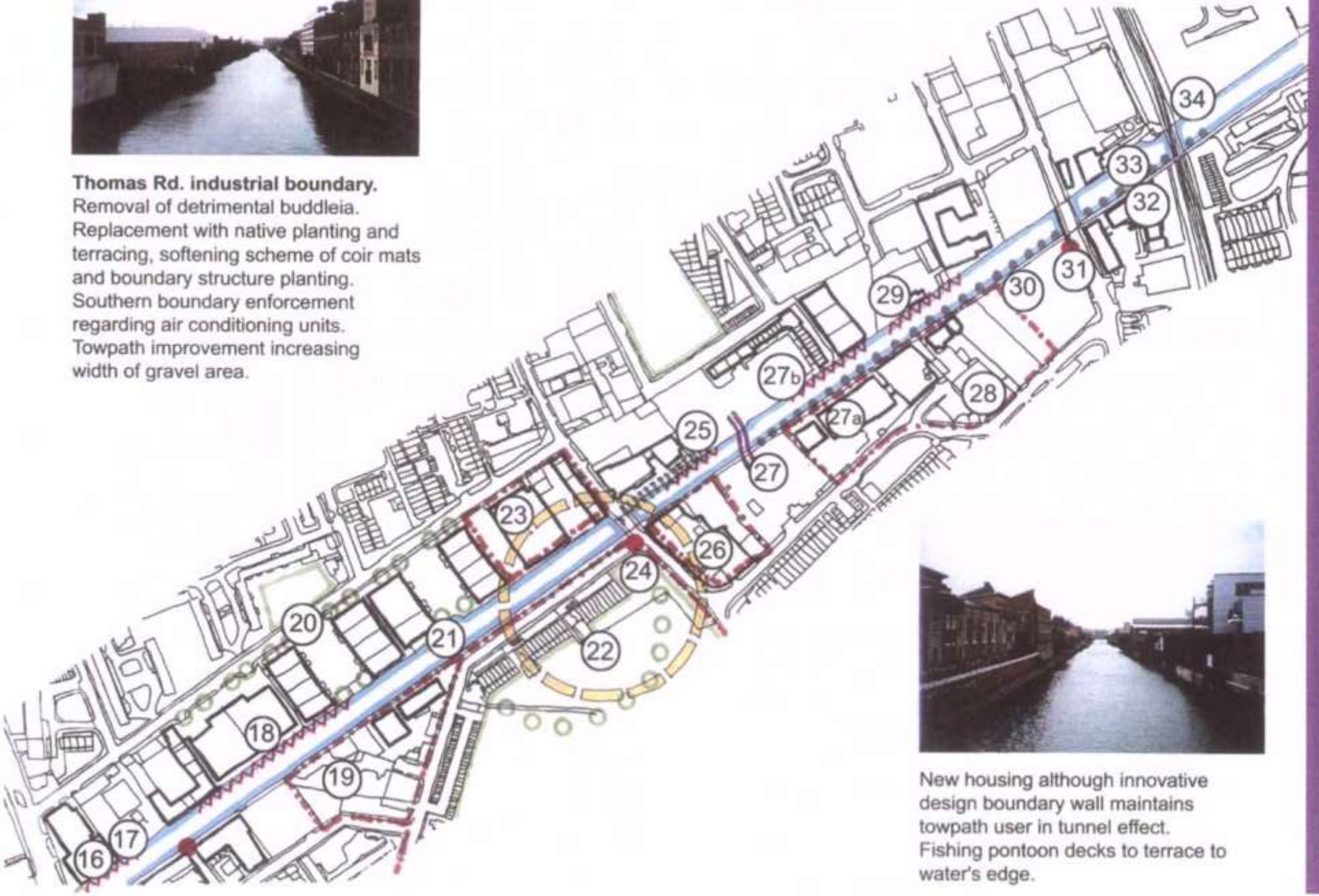
Site rationale required.

Area: Burdett Road Bridge to Colmans Wharf DLR Bridge MAP B

RECOMMENDATIONS

Type	Project No.	Description
Development	17	**Premier Works adjacent site:** New small starter industrial units by Etcetera
Development	19	**Abbots Wharf:** Development site relating to Bartlett Park and waterway with potential inlet basin for moorings and perimeter residential development, swing or lifting bridge to maintain towpath.
Development	22	**Bartlett Park/Cotall Street:** Proposed demolition of Cotall Street apartment block to allow much needed structured public open space, which enhances waterway perspective with associated community building, a positive finger post to the area and waterway. Redesign of park with structure planting, terracing and public amenities
Development	23	**Thomas Street Eastern site:** Further extension to Bartlett Park to north with associated public buildings.
Development	26	**Bow Common Bridge Land South of the Cut:** New residential site by Stock-Woolstencroft for Poplar Harca.
Development	28	**Pioneer Wharf:** New residential site by Stock-Woolstencroft Architects for Poplar Harca.
Towpath	27a	**Alphabet Square:** Opposite towpath appears to be subsiding, requires filling and resurfacing.
Towpath	30	**Alphabet Square to Violet Road Bridge:** Resurfacing of towpath.
Towpath	32	**Colmans Wharf:** Towpath improvements in terms of extending width and resurfacing together with re-establishment of waterside mooring bollards.
Improvement	24	**Bow Common Bridge:** Visual and access, enhanced gateway, removal of hidden corners, lighting, parapets, with the inclusion of safety railings and removal of hidden corners, integrated with re-development each side of the cut, towpath width increased to allow bridge improvement ahead of development.
Improvement	31	**Violet Road/Morris Road:** Increase in width of towpath to improve ramped and stepped access together with lighting, bridge parapets, signage and gateway finger posting.
Improvement	34	**Colmans Wharf DLR Bridge:** Visual graphical improvements to visually poor steel beam.
Boundary	16	**Premier Works:** Graphic design in association with coir mat planting to visually enhance bland building water frontage, junction of building with bridge concrete corner, dwarf wall to be constructed to form planter to allow mature tree planting and shrubs.
Boundary	18	**Thomas Road Industrial site:** Business boundary improvement. Softening of palisade fencing, provision of waterside decking opening up waterway to business employees, possible tree pits and planting waterside vegetation between business units and waterway.
Boundary	25	**Phoenix Business Centre:** Coir matting and planting to promote green edging, screen to car parking and rationalisation of site storage.
Boundary	27b	**Alphabet Square:** Lower visually hard concrete parapet constructing new parapet with upper and lower timber fendering.
Boundary	29	**Anchor Wharf:** Improvement of boundary to scaffolding yard, removal of low level scaffolding, new steel mesh fencing to boundary together with rationalisation of storage.
Moorings	21	**Cotall Street:** Secure mooring site opposite Cotall Street access between Thomas Street Industrial Units. Lower pontoon deck relative to business unit terraces.
Moorings	33	**Colmans Wharf:** Potential site for moorings opposite Colmans Wharf with secure access and linear associated pontoons. Demolish concrete bunker structure and add furthe supplementary planting/ecology shelf.
Landscape	20	**Thomas Street:** Structure planting along Thomas Street to improve views into and from waterway. Improve boundary fencing
Footbridge	27	**Alphabet Square:** Lower visually hard concrete parapet constructing new parapet with upper and lower timber fendering.

Thomas Rd. industrial boundary.
Removal of detrimental buddleia.
Replacement with native planting and terracing, softening scheme of coir mats and boundary structure planting.
Southern boundary enforcement regarding air conditioning units.
Towpath improvement increasing width of gravel area.



New housing although innovative design boundary wall maintains towpath user in tunnel effect.
Fishing pontoon decks to terrace to water's edge.

Strategy map B

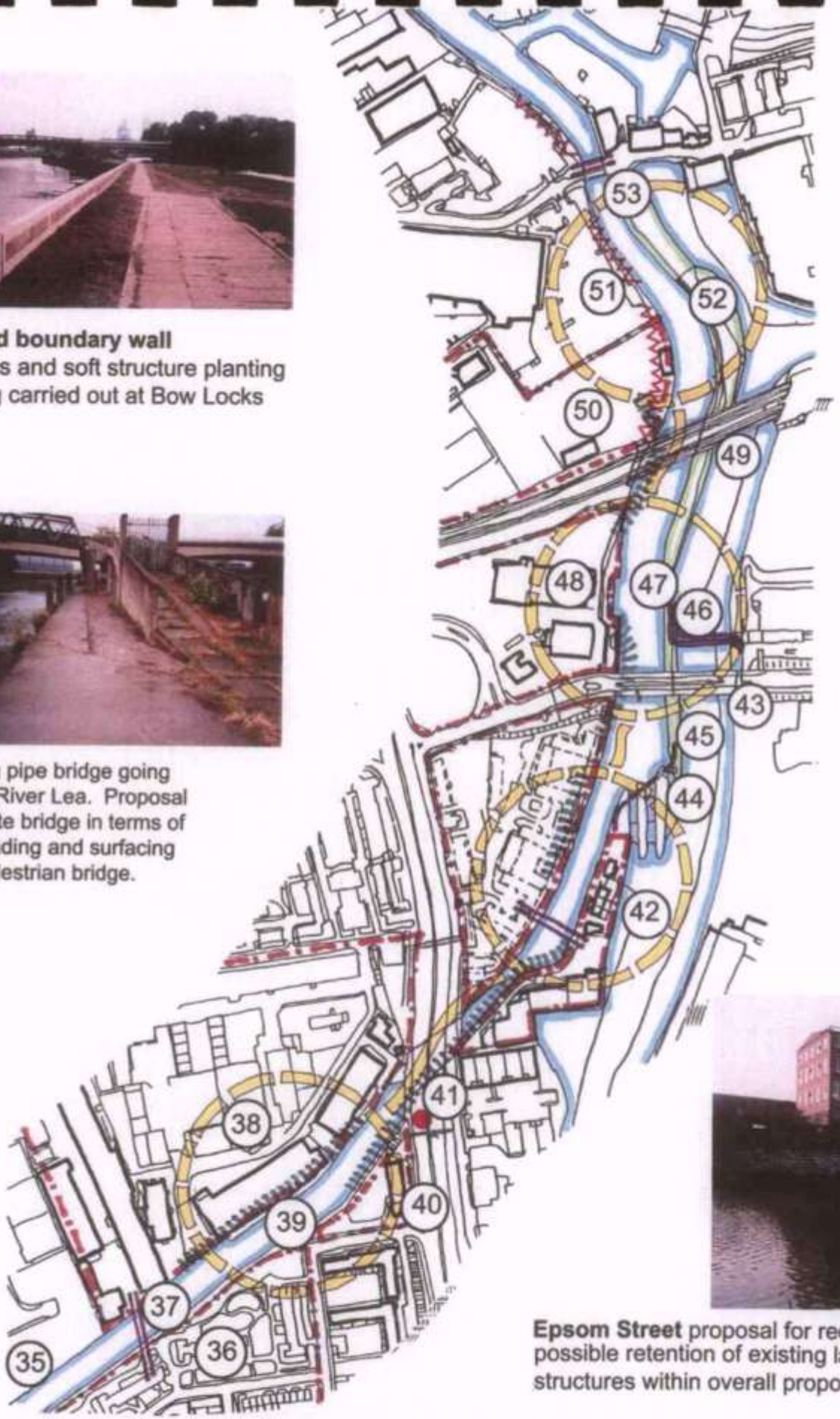
Area: Colmans Wharf DLR Bridge to Three Mills Bridge MAP C

RECOMMENDATIONS

Type	Project No.	Description
Development	36	**Teviot Estate:** New footbridge proposed linking north and south residential areas and employment, supported in EDAW study.
Development	38	**Towcester Road/Epsom Street:** Mixed use development site identified in EDAW study.
Development	40	**Tweed House:** Existing social housing developed into a private concern with single main aspect towards the waterway and new top level penthouses, opening up and terracing associated gardens.
Development	42	**Bow Locks:** Residential and Hotel proposals at Coventry Cross being developed by Alfred McAlpines on behalf of Tower Hamlets. Greater scheme to include lock-side areas for mixed use and associated moorings.
Development	44	**Bow Locks area:** Lock-side areas current engineering works and landscape improvement to surfaces and footbridge.
Development	48	**Davidson and Island site:** Residential, service station and fast food outlet proposed by Fairview Homes.
Development	50	**Imperial Street:** Potential identified in EDAW study for mixed use scheme incorporating improved access from Bromley-by-Bow Station linking Davidson site and Tesco frontages, short term visual improvement with trees and shrubs to boundary and waterway.
Improvement	41	**Bridge A102:** Ramped access improved to 1:12 incline, parapet, lighting, gateway and stepped access also improved with the towpath being cantilevered and extended under the dual carriageway linking through Bow Locks.
Improvement	43	**Twelve Trees Crescent Bridge:** Bridge requires redecoration and lighting enhancement, together with painting of service pipe.
Improvement	49	**Three Mills DLR Bridge:** Colour scheme to enhance aesthetics of rail bridge and undercroft improvements
Improvement	53	**Three Mills Bridge:** Carry out visual improvements incorporating towing path access surfacing and gateway by removal of existing brick security structures, new parapet, lighting and painting of steel girder. New pedestrian access.
Boundary	51	**Tesco Superstore Three Mills Lane:** Improve finish to existing fencing by painting green finish, maintain existing vegetation to ensure permeability onto the waterway, open up terracing, plant semi-mature trees to boundary of Northern carpark, remove existing fencing from Northern carpark and substitute with new steel mesh fence with associated vegetation. New mooring pontoon for shopping boat
Moorings	39	**Teviot Estate:** Potential mooring site relating to new residential site, mixed mooring scheme
Footbridge	37	**Teviot Estate/Poplar Centre:** New footbridge proposed linking north and south residential areas and employment, supported in EDAW study.
Footbridge	46	**Twelve Trees Crescent Service Bridge:** Conversion of existing service bridge into pedestrian footbridge.
Landscape	45	**Bow Creek:** Native tree planting proposals by British Waterways as part of Bow Locks Improvement Works.
Landscape	52	**Bow Creek:** Retention and management of existing trees and shrubs.
Existing New Buildings	35	**Bow Common:** Visually poor new buildings, enhancement works, possible internal rethink of business operation to present waterway with enhanced elevations i.e. canteen or office areas placed to view over waterway or graphic scheme.

Flood boundary wall
Works and soft structure planting being carried out at Bow Locks

Existing pipe bridge going across River Lea. Proposal to update bridge in terms of balustrading and surfacing into pedestrian bridge.



Epsom Street proposal for redevelopment, possible retention of existing landmark structures within overall proposals.

Strategy map C

Area: Three Mills Bridge to St Clemens Wharf DLR Bridge MAP D

RECOMMENDATIONS

Type	Project No.	Description
Development	58	**Meeson's Wharf:** Future redevelopment site for mixed use scheme to improve built development with waterside, part of site to be used to form access down on to new cantilevered towpath from re-used pipebridge as footbridge.
Development	60	**Site opposite Meeson's Wharf:** Relocation of Calor Gas opertion, extension of towpath, resurfacing and associated planting
Development	68	**Vulcan Wharf/Cooks Road:** Future redevelopment site for mixed use scheme to improve built development with waterside.
Improvement	61	**Bow Flyover and Bridge:** Visual bridge improvements from the waterway and extension of the towpath under cantilevered above the water attached back to the steel sheet piling. New parapets and lighting to the flyover structures.
Environmental Improvement	62	**Bow Flyover:** remove perimeter advertising hoardings to open up waterway and relocate them as a co-ordinated scheme under the flyover on the waste ground, outside the cover of the flyover allow landscaping scheme to flourish to the perimeter of the new hoarding structures.
Improvement	67	**Service Bridge:** Visual graphic improvements to bridge/undercroft lighting.
Boundary	54	**Site opposite Tredegar Wharf:** Remove corrugated fencing and replace with steel paladin fence and associated vegetation to waterway coir mats ecology shelf. Possible grant assistance towards building fabric improvement, rationalise storage within site.
Boundary	57	**Tredegar Wharf:** Bad neighbour, enforcement action required to rationalise site storage and to prevent continued spillage of material onto towpath
Boundary	65	**A102:** Reduce impact of A102 by retention of existing vegetation and underpin with further tree planting. Coir matting and associated landscaping together with timber fendering to reduce visual impact of steel sheet piling.
Boundary	69	**Aggregate site/Lee:** Bad neighbour, enforcement action required to rationalise site storage and to prevent continued spillage of material into the waterway.
Boundary	66	**Vulcan Wharf:** Retention and improvement of existing vegetation with general maintenance of towpath, new copings and resurfacing
Moorings	55	**Junction of Three Mills River/Lee:** Potential linear mooring scheme.
Footbridge	63	**Bow Flyover/Bow Back River:** To connect new length of towpath under flyover existing pipebridge to be refurbished for pedestrian access across cut.
Footbridge	64	**Bow Back River/Lee:** Improve existing footbridge over Bow Back in terms of new parapet balustrading, resurfacing and lighting, regrade existing ramp to minimum 1:12.
Towpath	56a	**Tredegar Wharf:** Resurfacing of towpath with associated copings
Towpath	58a	**Site opposite Meeson's Wharf:** Resurfacing and reconfiguration of towpath with associated planting.
Landscape	59	**Site opposite Meeson's Wharf:** Surfacing improvements together with structure planting.

Proposed relocation of Calor gas operation.
Towpath improvements in association with boat facilities building. Pipe bridge upgraded for pedestrians use to transfer towpath to opposite canal side linking under flyover to Bow Back River footbridge.

Remaining industry, potential for grant assistance towards building fabric improvements. Site requires rationale of management.

Recommendations: Area St Clements Wharf DLR Bridge to HUC Hackney Cut MAP E

RECOMMENDATIONS

Type	Project No.	Description
Development	74	**St Clements Wharf:** Railtrack site redevelopment incorporating sympathetic treatments to waterside and Greenway.
Development	76	**Old Ford Locks/Janet Chemin:** Area integrated improvement scheme, masterplan, landscaping, redevelopment with associated mooring and boat facilities. Study being carried out by Moore Piet Brookes.
Development	80	**Roach Works:** Masterplan and proposals being prepared by Stock-WooLstencroft Architects for commercial scheme.
Towpath	76a	**Old Ford Locks:** Cut back existing hedgerow and resurface footpath
Improvement	75	**Greenway Bridge:** Bridge and associated service bridge to be improved in terms of colour scheme, lighting, bridge undercroft painting and removal of brick dwarf wall replaced with new handrailing. Infill open undercroft areas with brickwork. Remove hidden corner with a terrace of planting within brickwork planters.
Boundary	70	**Aggregate site/Lee:** Revetment works embankment scheme with associated structure planting to provide green backdrop to waterway.
Boundary	72	**St Clements Wharf:** Retention of existing shrubs and herbaceous vegetation; continued maintenance of boundary.
Boundary	73	**Iceland Wharf:** Enhance green buffer to waterway with tree planting, planting additional emergents in existing mud banks.
Boundary	79	**Wharfs opposite Bow Industrial Park:** Rationalisation of site; good neighbouring improvements scheme being carried out by The Lower Lee Project
Moorings	71	**St Clements Wharf:** Mooring pontoon/water taxi position to link with footpath access.
Landscape	78	**Bow Industrial Park:** Retention and maintenance of existing vegetation.
Footbridge	77	**Old Ford Locks/Lee:** Existing footbridge to be improved in terms of new anti-slip surface, repainting balustrading and improved lighting. New cycle barriers to replace existing
Footbridge	81	**Roach Works:** As part of redevelopment proposals for Roach Works site, new footbridge proposed over the Hertfordshire Union Canal connecting residential areas together.
Gateway	82	**Fish Island:** New finger post gateway structure onto the cut – scheme being devised by Moore Piet Brookes.

Roach Works, derelict building, redevelopment potential with associated moorings.

Old Ford Locks, redevelopment potential and environmental improvements to lock area.

Contorted barriers, redesign necessary in association with footbridge improvements.

Strategy map E

Design Guidelines

Existing Planning Policy – Urban Design and Conservation

the study area of this report encompasses the waterway corridor from Limehouse Basin along the Limehouse Cut to the river Lee terminating at the junction with the Hertford Union Canal within the borough of Tower Hamlets.

The Local Authority's Unitary Development Plan contains relevant policies for the enhancement of the Limehouse Cut to HUC waterway for the protection and promotion of their contribution to the character of the borough

Regarding riverside and the canal corridor DEV44 provides guidance in terms of.

1. Conserving existing areas of value and, where possible, seeking to restore and enhance the natural elements of the waterways environment.
2. Supporting initiatives, which will result in improvements to water quality.
3. Where appropriate promoting public access in waterway corridors.
4 Identifying appropriate locations for waterway related recreation along the wateway corridor subject to nature conservation consideration.
5 Not normally permitting development which will have an adverse impact on the water enviroment, on public aqccess and on water related recreation.

DEV44 policy is structured with expectations regarding new development proposals adjacent to the waterways.

1. Retain, and if necessary, convert structurally sound and architecturally interesting buildings or groups of buildings.
2. Retain and/or re-use historic artefacts, materials and features.
3. Elements to be designed conform to the general scale of the waterside environment or the scale and form of immediate riparian neighbours
4. Maintain important views into and out of the area.
5. Provide access to the waterside in accordance with planning standards 7 and 8 which set out acceptable standards.

DEV46 concentrates on the provision of walkways attached to new development whilst DEV47 supports new development uses directly connected with traditional wateside industries; leisure, tourism, recreation and nature conservation.

These are well-intentioned policies but, in cases, have not been robust enough to ensure appropriate and quality development. Recent new waterside industrial development has turned its back opting for the usual road side frontage. This is understandable to a point for business frontage operation but fails for internal layout in terms of employee stimulation and enjoyment of their respective workplace.

New residential development although innovative by design fails to make a strong enough connection to the waterfront by retaining levels which distance the occupier to an elevated stance rendering the towpath user to a bleak tunnelling bounded by a high masonry wall.

Proposed new footpath linkages, which have been planned as part of the new development, are gated and locked by local people denying access and egress by towpath users. Again this is entirely understandable because of fear of criminal opportunity and perception of the cut.

This report sets out strategic projects and initiatives, which will enable these perceptions and experiences to alter requiring strong planning policies.

New development should grasp the opportunity for a waterside setting taking real advantage of the waterside frontage not only for the enjoyment of employees but for the environment as a whole.

This report identifies numerous development opportunities along the Limehouse Cut to Hackney Cut where regeneration potential to enhance and improve the waterway corridor supporting schemes of mixed uses creating nodes of quality urban improvement Development briefs should be prepared for the main sites and nodes identified supported by the adoption of the study by the Local Authority as supplementary planning guidance.

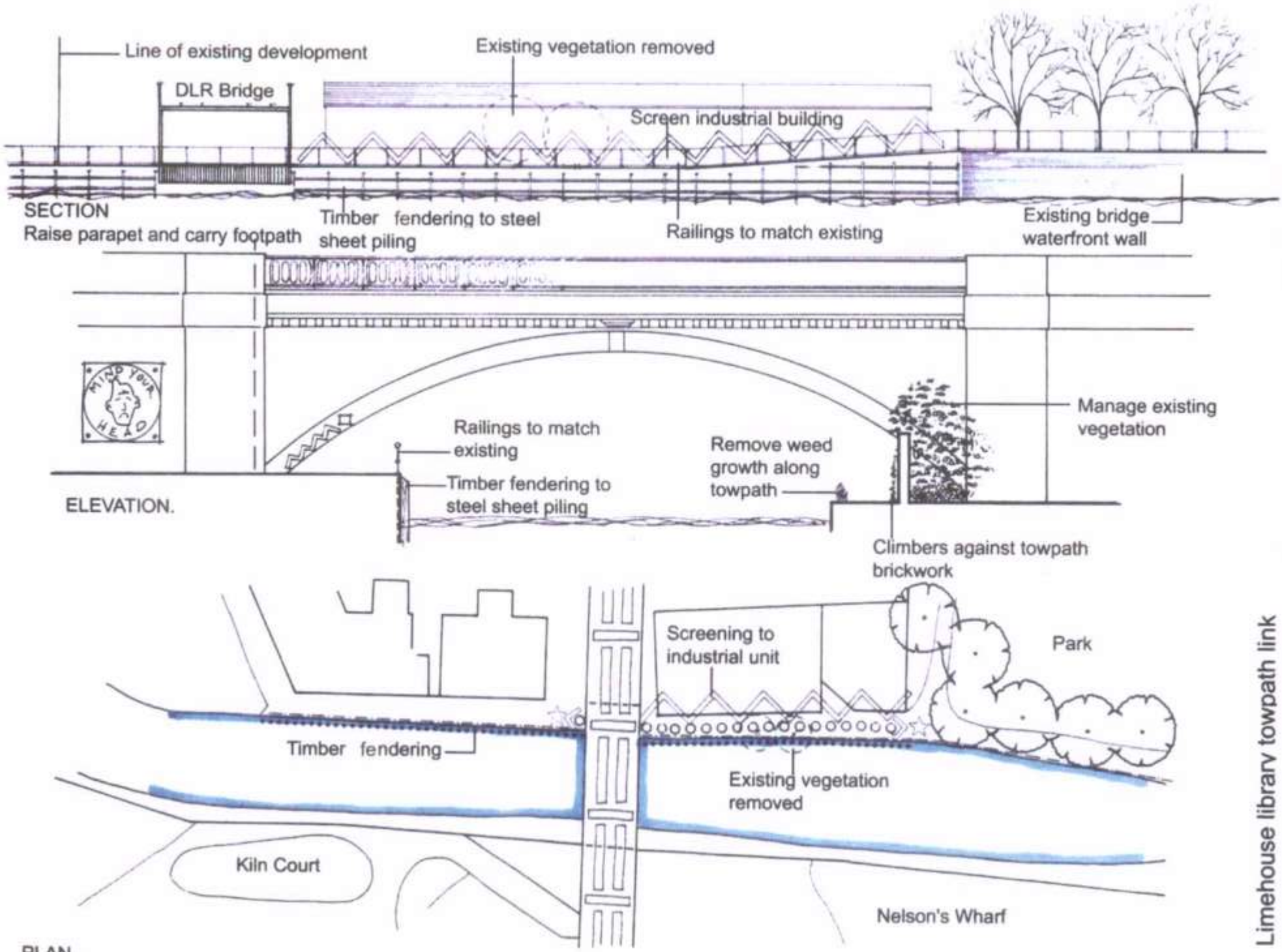
The following illustrative material considers some of these areas in detail illustrating principles which might be appropriate,

In terms of guiding development British Waterways have developed principle documents which are covered in the appendix of this report including

- London Design and Development Guidelines – general principles
- Under Lock & Quay – designing out opportunities for crime
- Wateways Environmental Handbook
- British Waterways Biodiversity Action Plan

The GLA's emerging Spatial Development Strategy will include a section dedicated to London's Waterway, which will provide a useful regional framework.

Library park, potential link to Limehouse Basin, towpath management, improvement, control of vegetation.

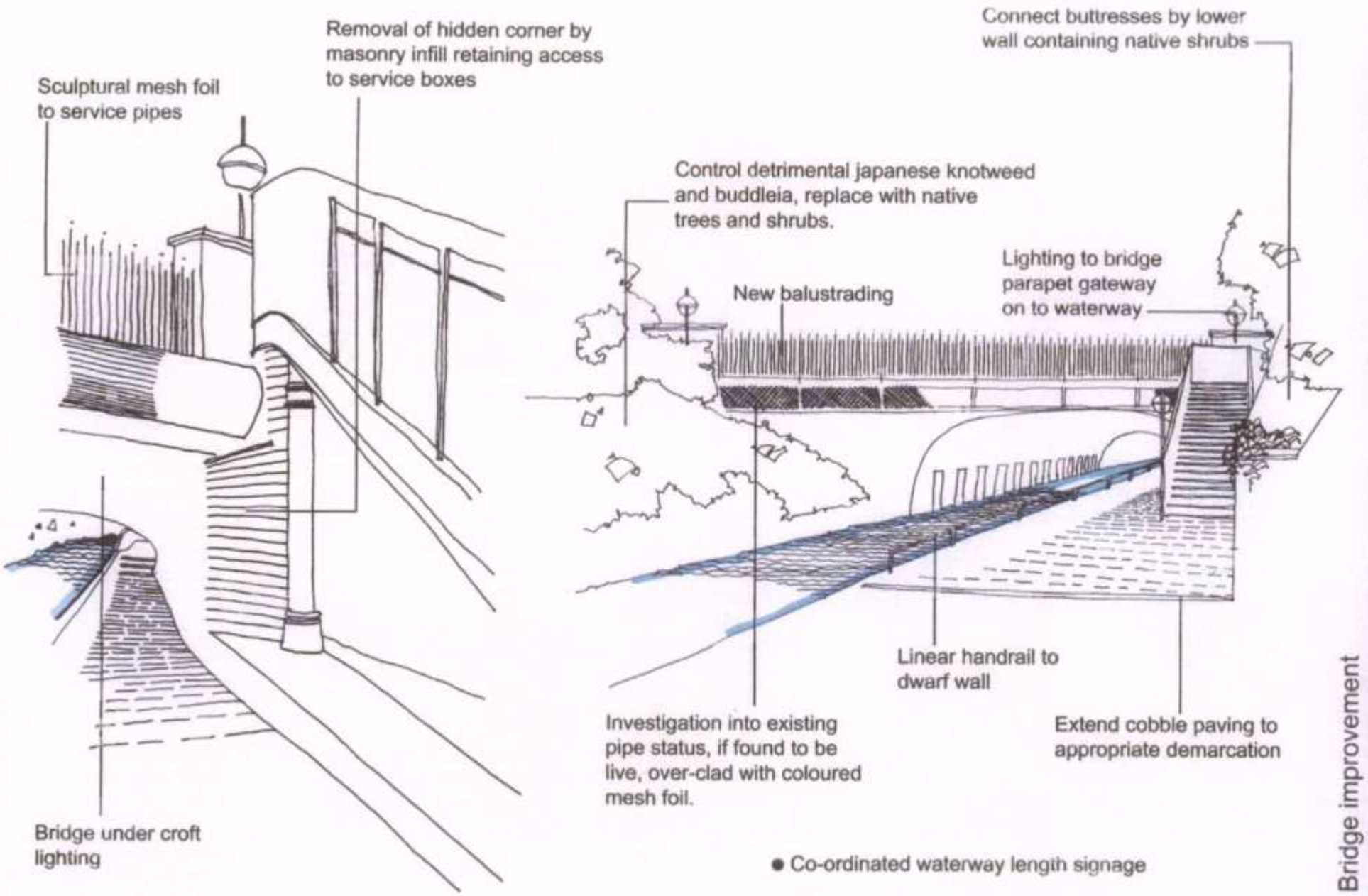


Limehouse library towpath link

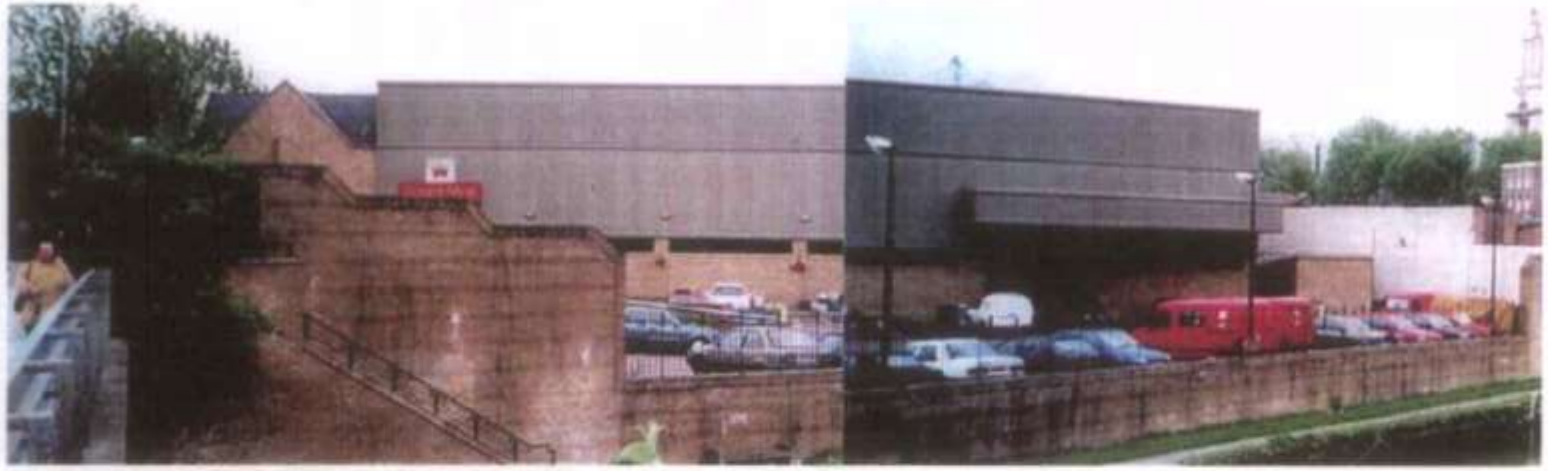
Project illustration number 4

Hidden corner.
Rubbish collection area

Visually poor bridge, poor surfacing, gloomy area. Japanese Knotweed problem.


Removal of hidden corner by masonry infill retaining access to service boxes
Sculptural mesh foil to service pipes
Connect buttresses by lower wall containing native shrubs
Control detrimental japanese knotweed and buddleia, replace with native trees and shrubs.
New balustrading
Lighting to bridge parapet gateway on to waterway
Linear handrail to dwarf wall
Investigation into existing pipe status, if found to be live, over-clad with coloured mesh foil.
Extend cobble paving to appropriate demarcation
Bridge under croft lighting

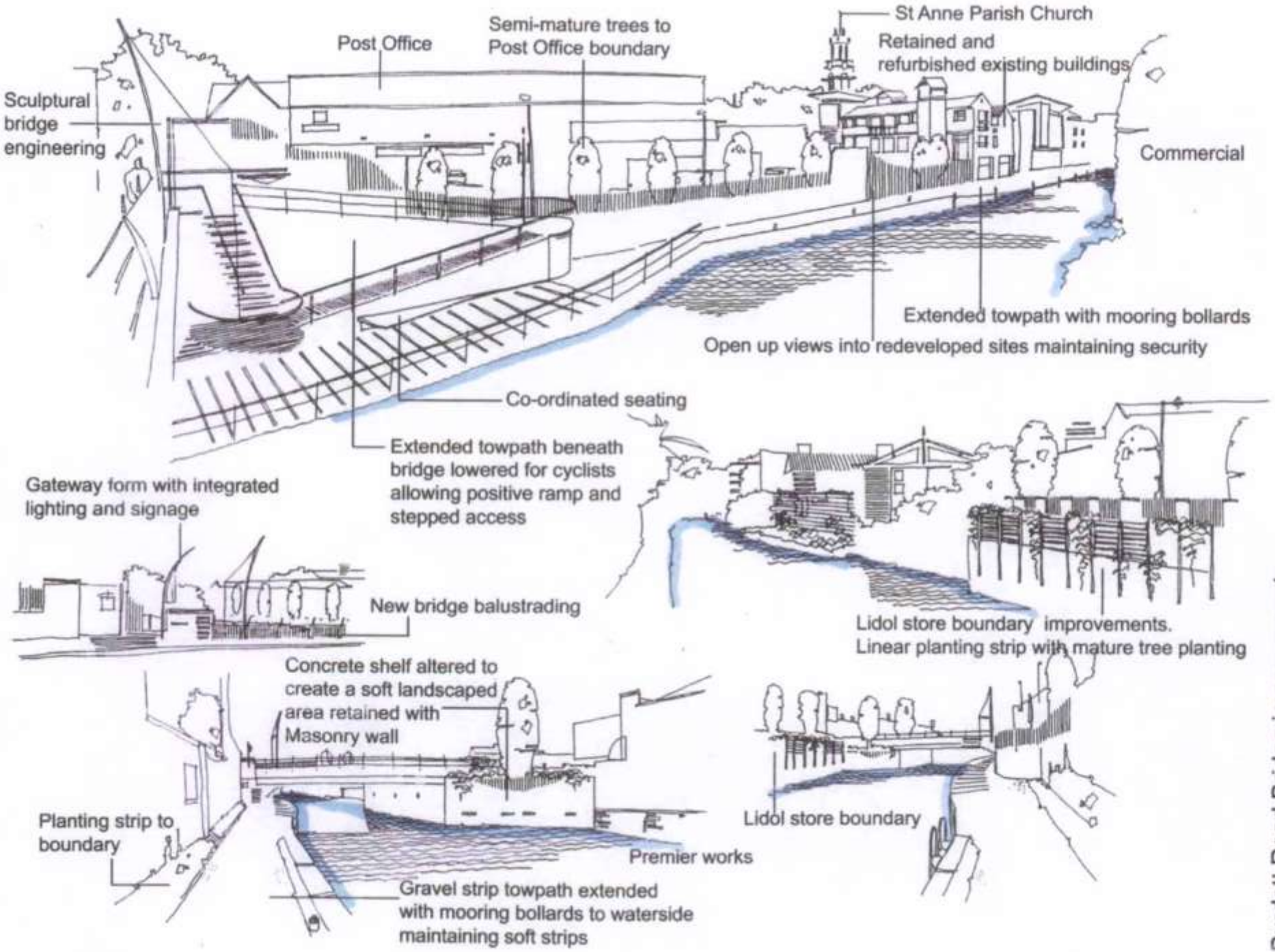
- Co-ordinated waterway length signage
- Overall redecoration to bridge finishes



Narrow towpath, hard environment, stepped access only onto towpath

Visually poor bridge.

No gateway celebration.

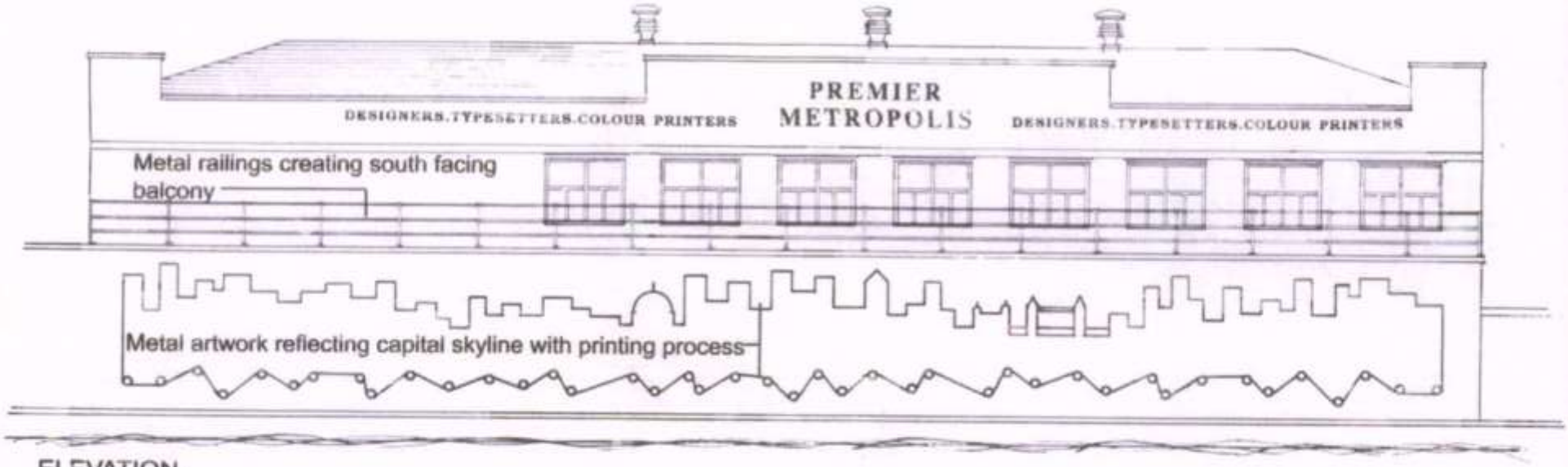

St Anne Parish Church
Semi-mature trees to Post Office boundary
Post Office
Retained and refurbished existing buildings
Sculptural bridge engineering
Commercial
Extended towpath with mooring bollards
Open up views into redeveloped sites maintaining security
Co-ordinated seating
Extended towpath beneath bridge lowered for cyclists allowing positive ramp and stepped access
Gateway form with integrated lighting and signage
New bridge balustrading
Lidol store boundary improvements.
Linear planting strip with mature tree planting
Concrete shelf altered to create a soft landscaped area retained with Masonry wall
Planting strip to boundary
Premier works
Lidol store boundary
Gravel strip towpath extended with mooring bollards to waterside maintaining soft strips

Project illustration number 15

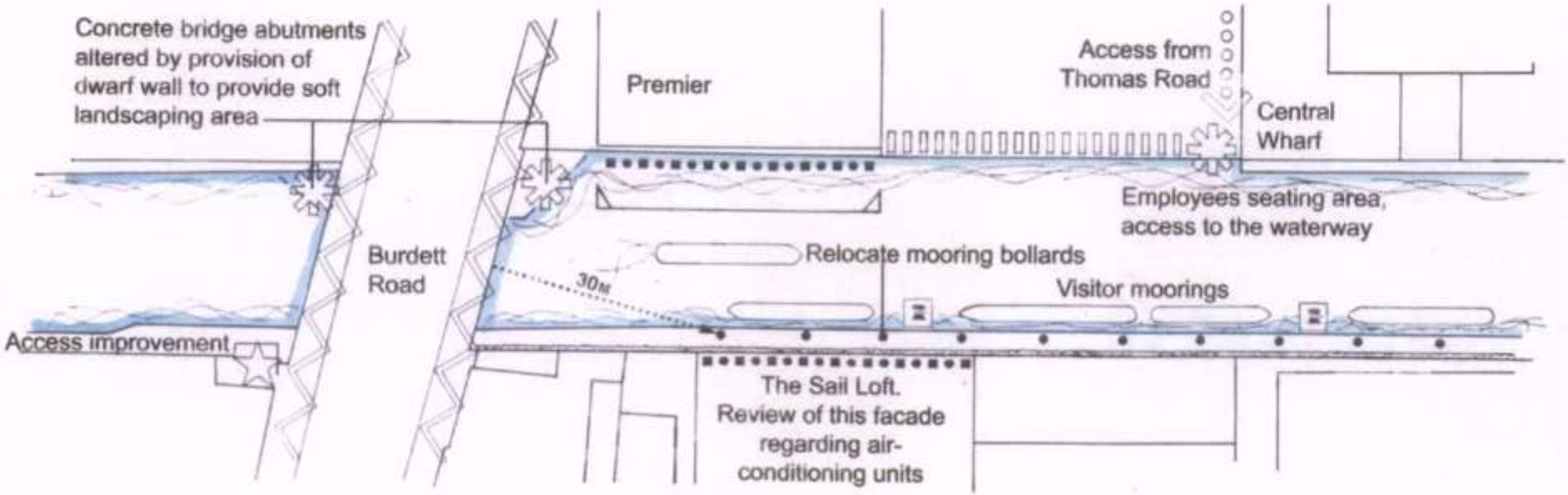
Burdett Road Bridge improvements

Visually poor Burdett Road bridge, sterile concrete abutments.

Visually poor boundary, building facade.



ELEVATION.


Concrete bridge abutments altered by provision of dwarf wall to provide soft landscaping area
Premier
Access from Thomas Road
Central Wharf
Employees seating area, access to the waterway
Burdett Road
30M
Relocate mooring bollards
Visitor moorings
Access improvement
The Sail Loft. Review of this facade regarding air-conditioning units

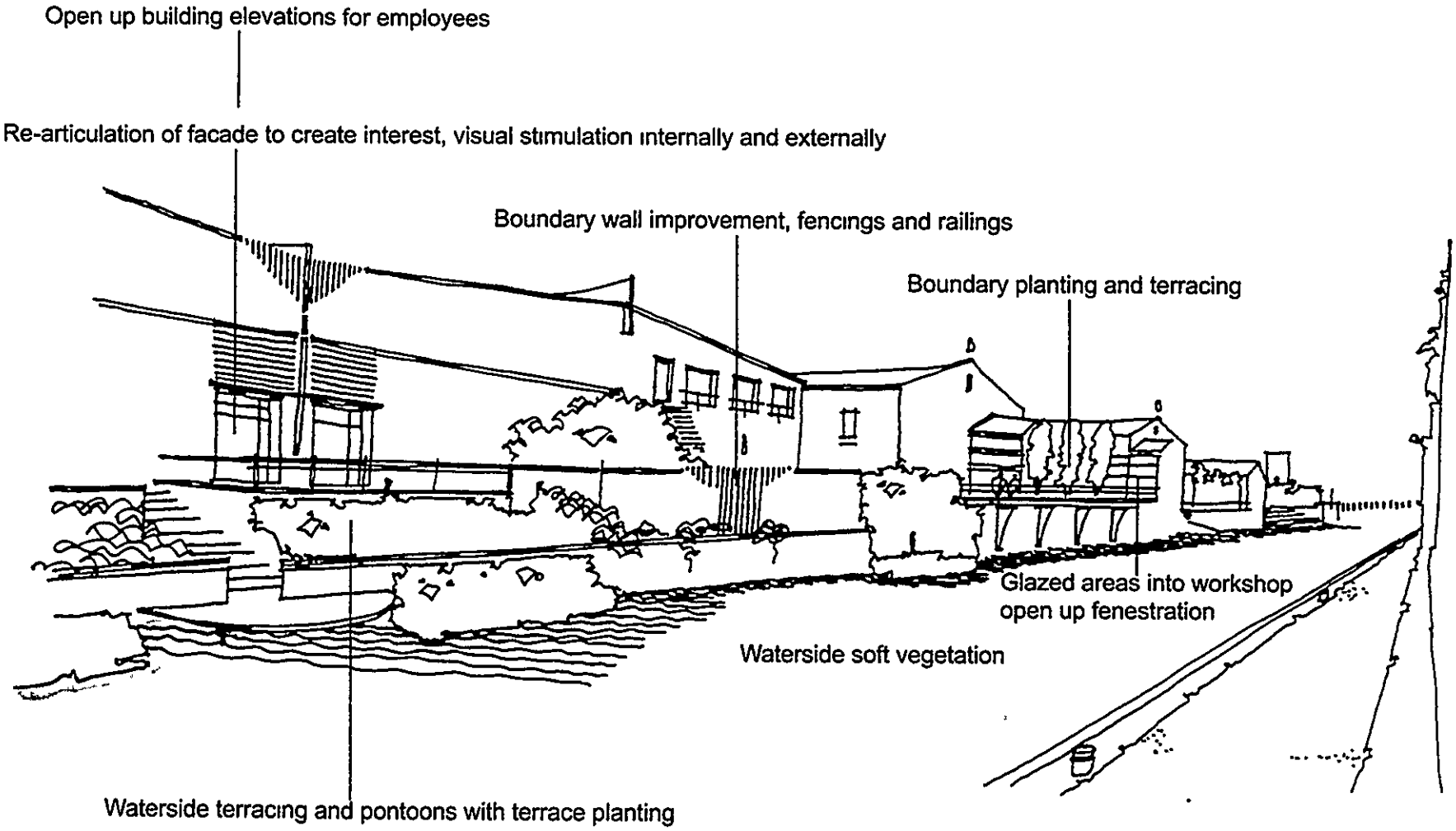
Premier works boundary improvement

Project illustration number 16

Bland, uninspiring building facades, little or no use of associated external space.

Detrimental vegetation.

Poor waterway walls, built environment relationship with waterway.


Open up building elevations for employees
Re-articulation of facade to create interest, visual stimulation internally and externally
Boundary wall improvement, fencings and railings
Boundary planting and terracing
Glazed areas into workshop
open up fenestration
Waterside soft vegetation
Waterside terracing and pontoons with terrace planting

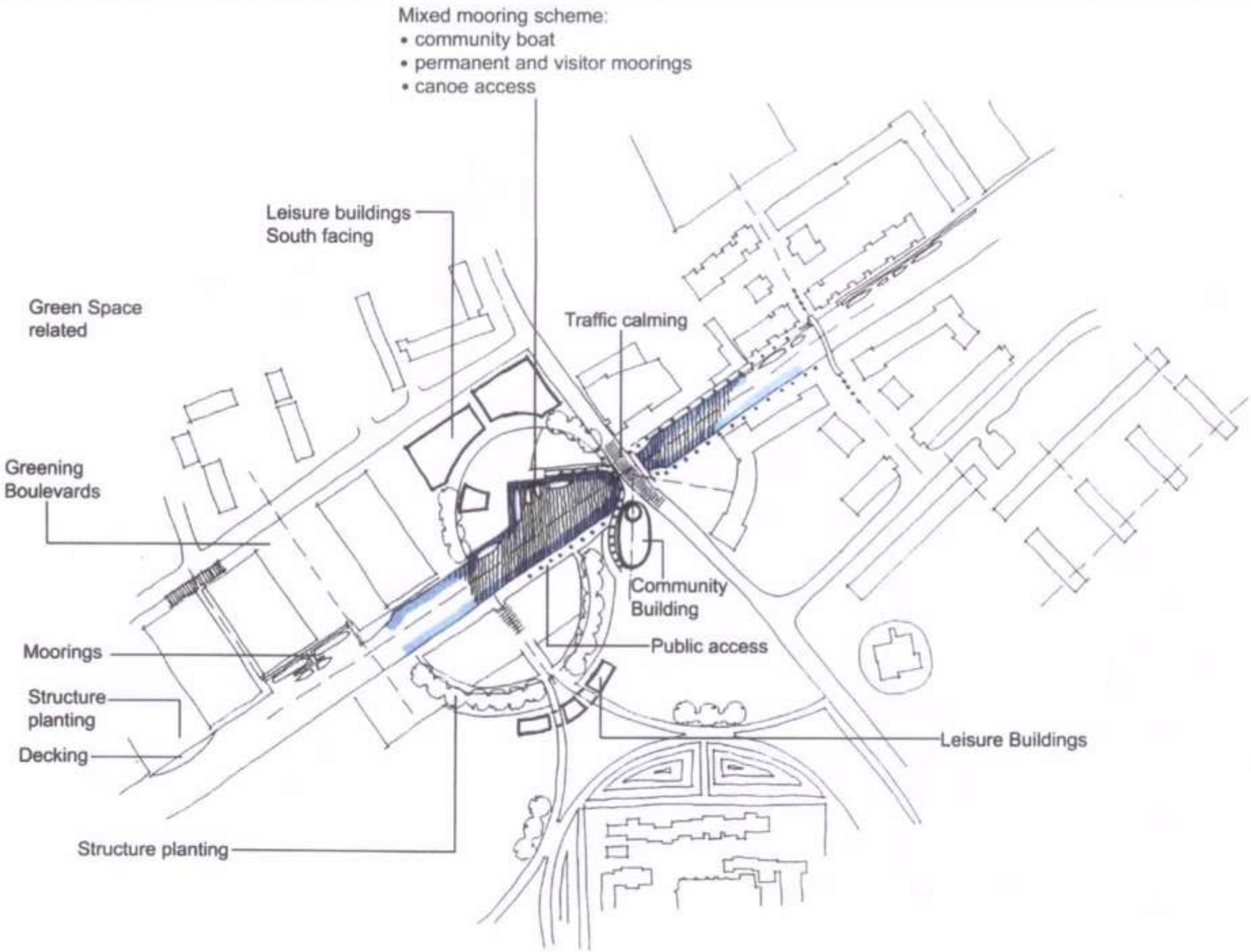
Project illustration number 18

Thomas Road industrial site: Waterway boundary improvement

7.5

Poor built environment relationship to waterway.

Highrise building forms barrier between waterway and park.



Project illustration number 22

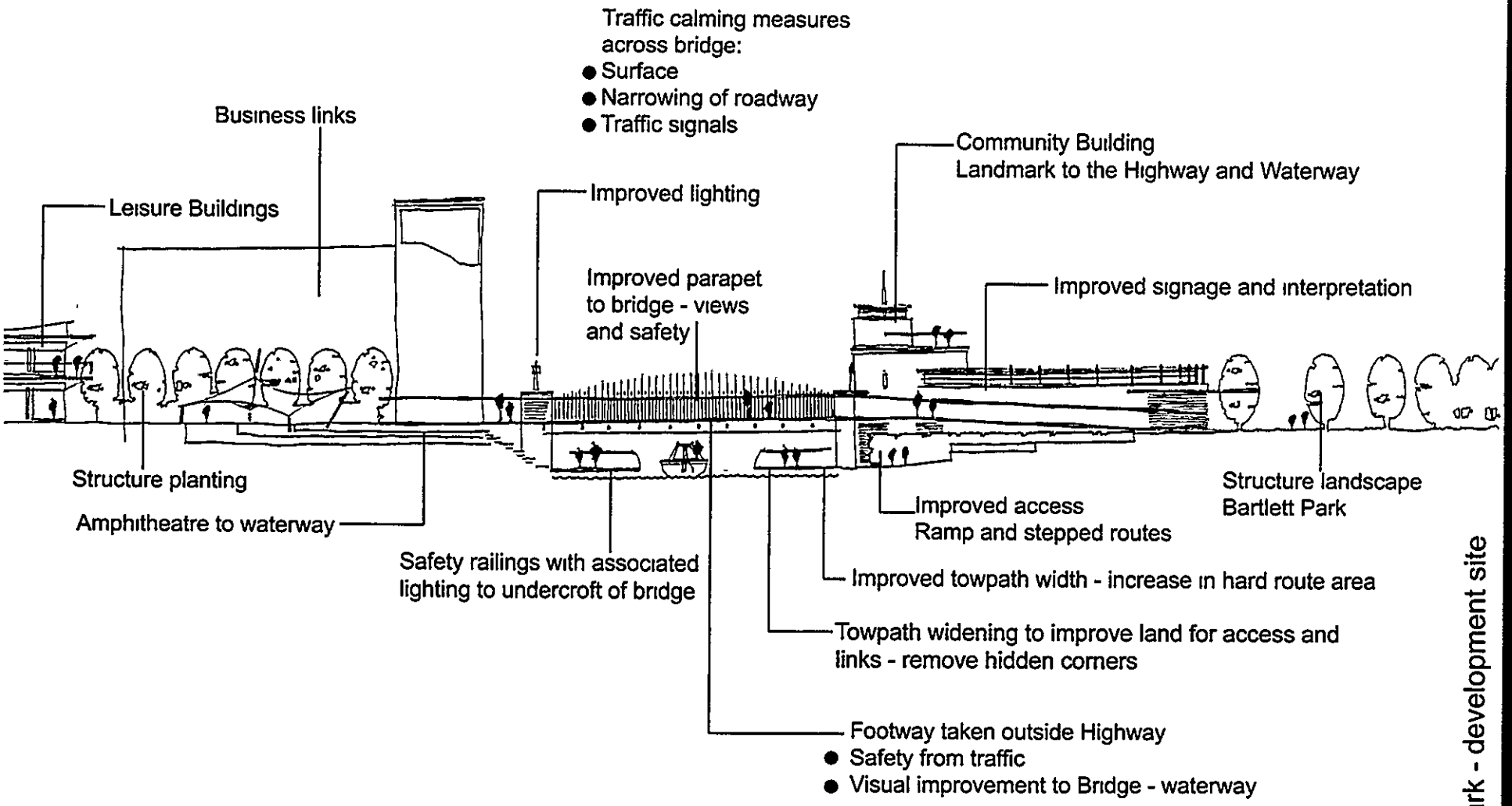
Bartlett Park - development site

Badly positioned signage.

Potential to relate park proposals across waterway for further leisure facilities.

Possible environmental change.

Existing high bridge parapets, preventing views over waterway.



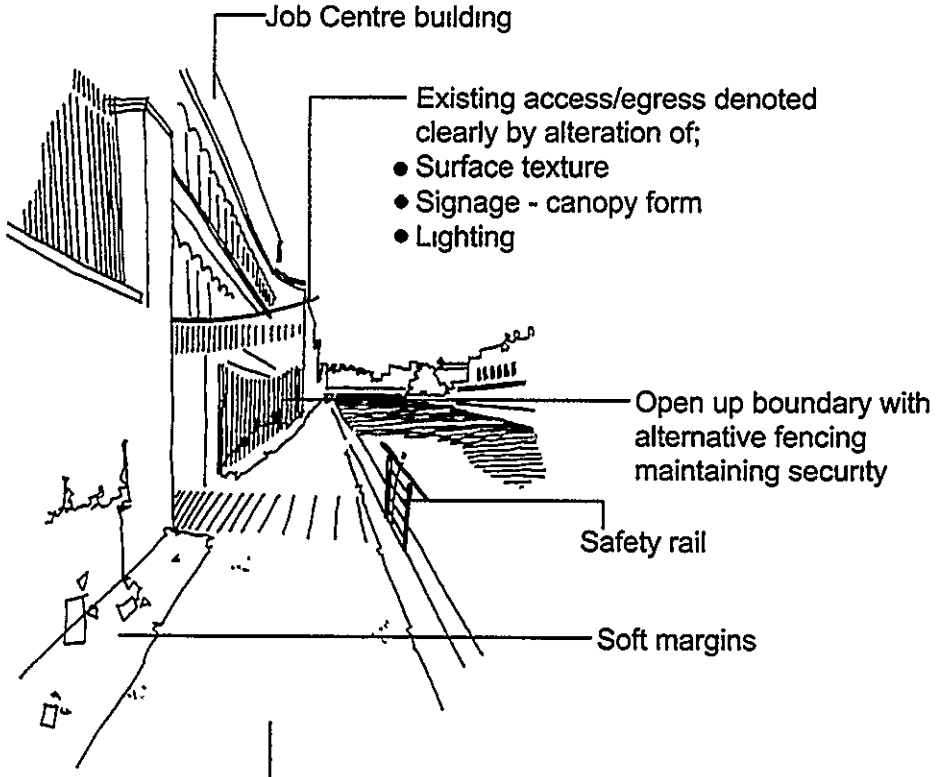
Project illustration number 22

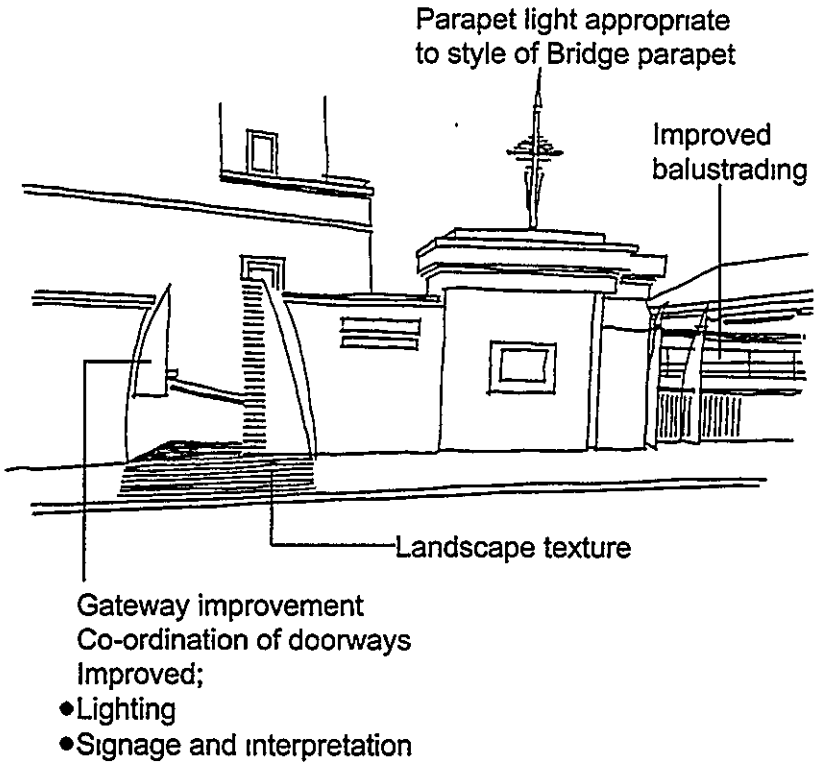
Bartlett Park - development site

7.6
a

No definition of possible access and egress from distance.

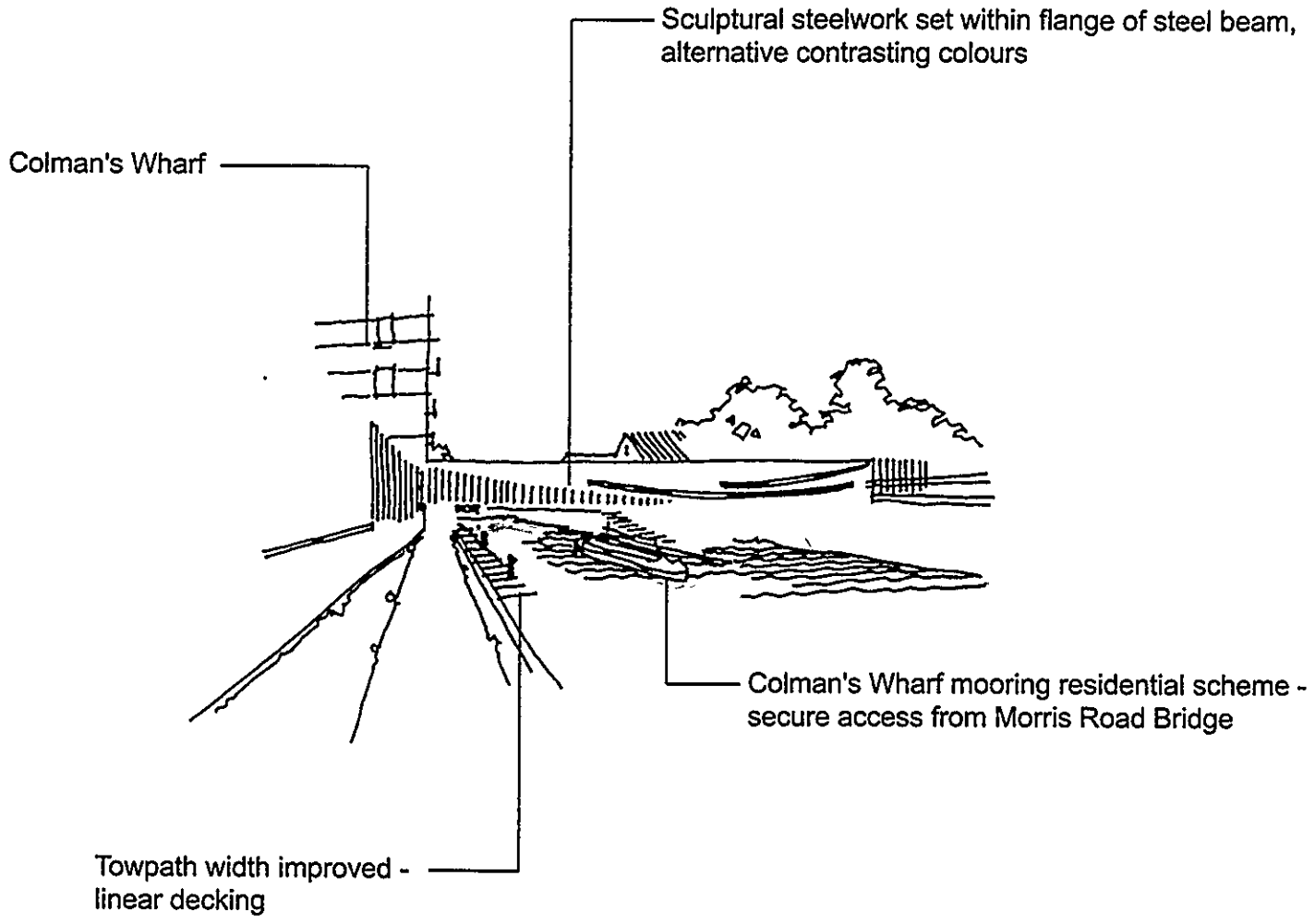
Poor visual gateway onto waterway.


Job Centre building
Existing access/egress denoted clearly by alteration of;
• Surface texture
• Signage - canopy form
• Lighting
Open up boundary with alternative fencing maintaining security
Safety rail
Soft margins
Hard landscape width to towpath; increase to improve safety perception and user area.
Fishing/walkers/cyclists space to pass safely


Parapet light appropriate to style of Bridge parapet
Improved balustrading
Landscape texture
Gateway improvement
Co-ordination of doorways
Improved;
•Lighting
•Signage and interpretation

Existing DLR bridge over waterway.

Existing electrical service bridge.


Sculptural steelwork set within flange of steel beam, alternative contrasting colours
Colman's Wharf
Colman's Wharf mooring residential scheme - secure access from Morris Road Bridge
Towpath width improved - linear decking

Architecturally bland buildings, with no relation to waterway.

Comparative innovative units making use of their waterside setting; access areas and balconies.

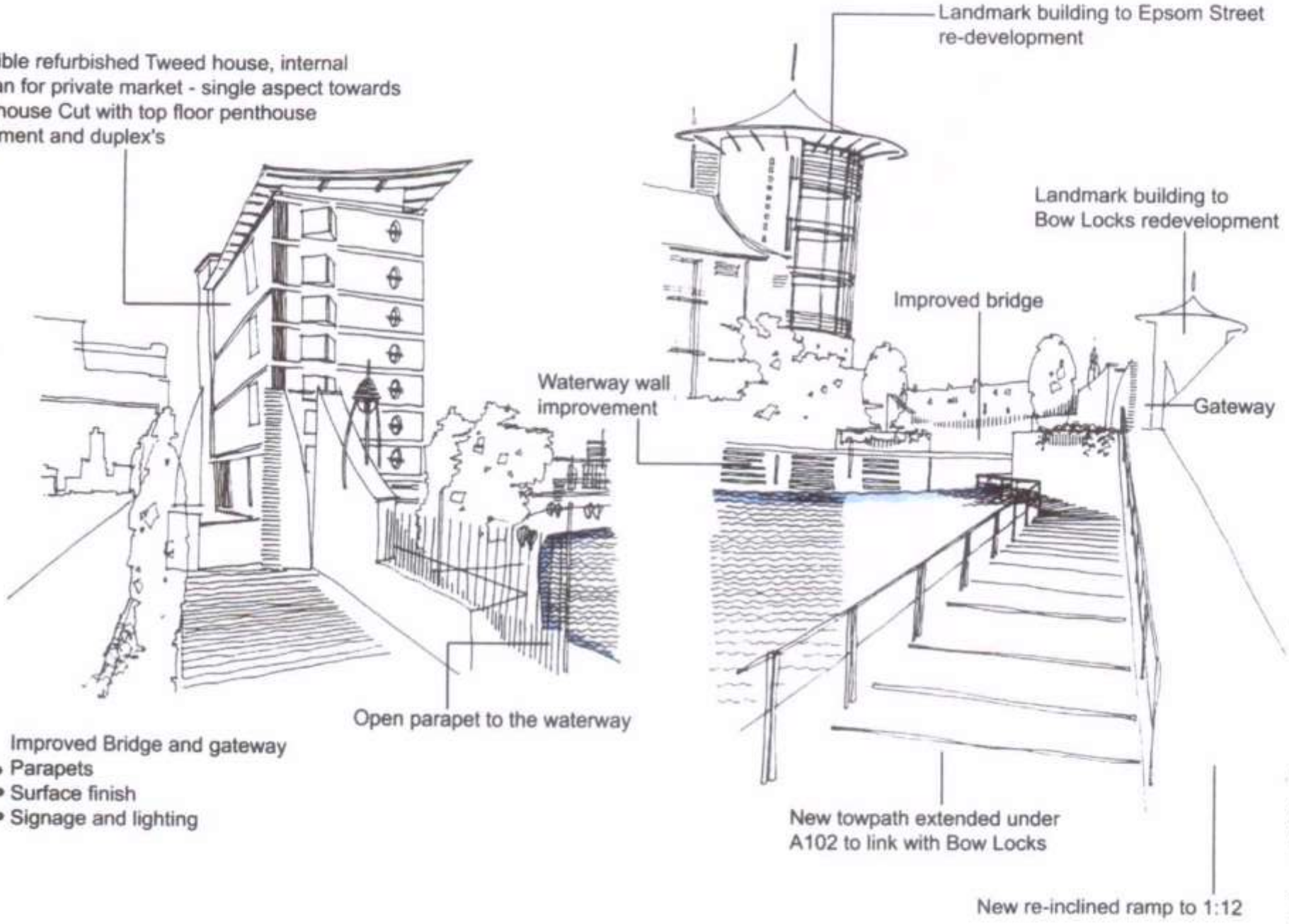
Current planning policy although well intentioned requires revision offering the waterway a greater protection from sterile, bland facades with little or no relationship to the waterway.
Planning policy requires harder positive attitude towards water frontage.

Bow Common: Existing new building

Project illustration number 35

Existing gateway onto waterway from A102

A102, continuation along the towpath is to exit at this point onto dual carriageway footpath through subway over to bow locks.


Possible refurbished Tweed house, internal re-plan for private market - single aspect towards Limehouse Cut with top floor penthouse apartment and duplex's
Landmark building to Epsom Street re-development
Landmark building to Bow Locks redevelopment
Improved bridge
Waterway wall improvement
Gateway
Open parapet to the waterway
Improved Bridge and gateway
• Parapets
• Surface finish
• Signage and lighting
New towpath extended under A102 to link with Bow Locks
New re-inclined ramp to 1:12

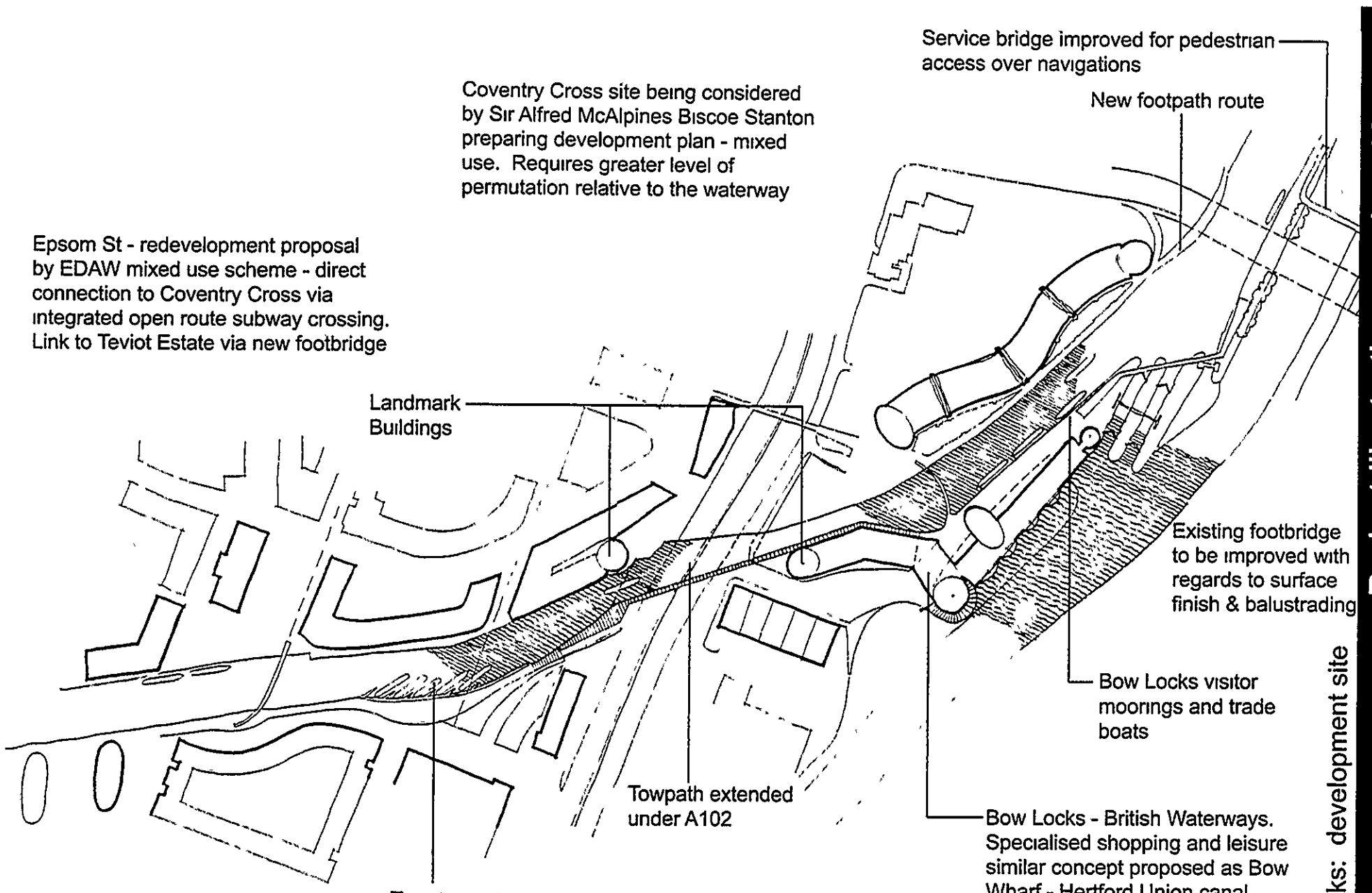
Bridge A102: improvements

Project illustration numbers 40 and 41

7.10 & 7.11

Existing Teviot Estate being demolished, new scheme relating to waterway with removal of high boundary walls.

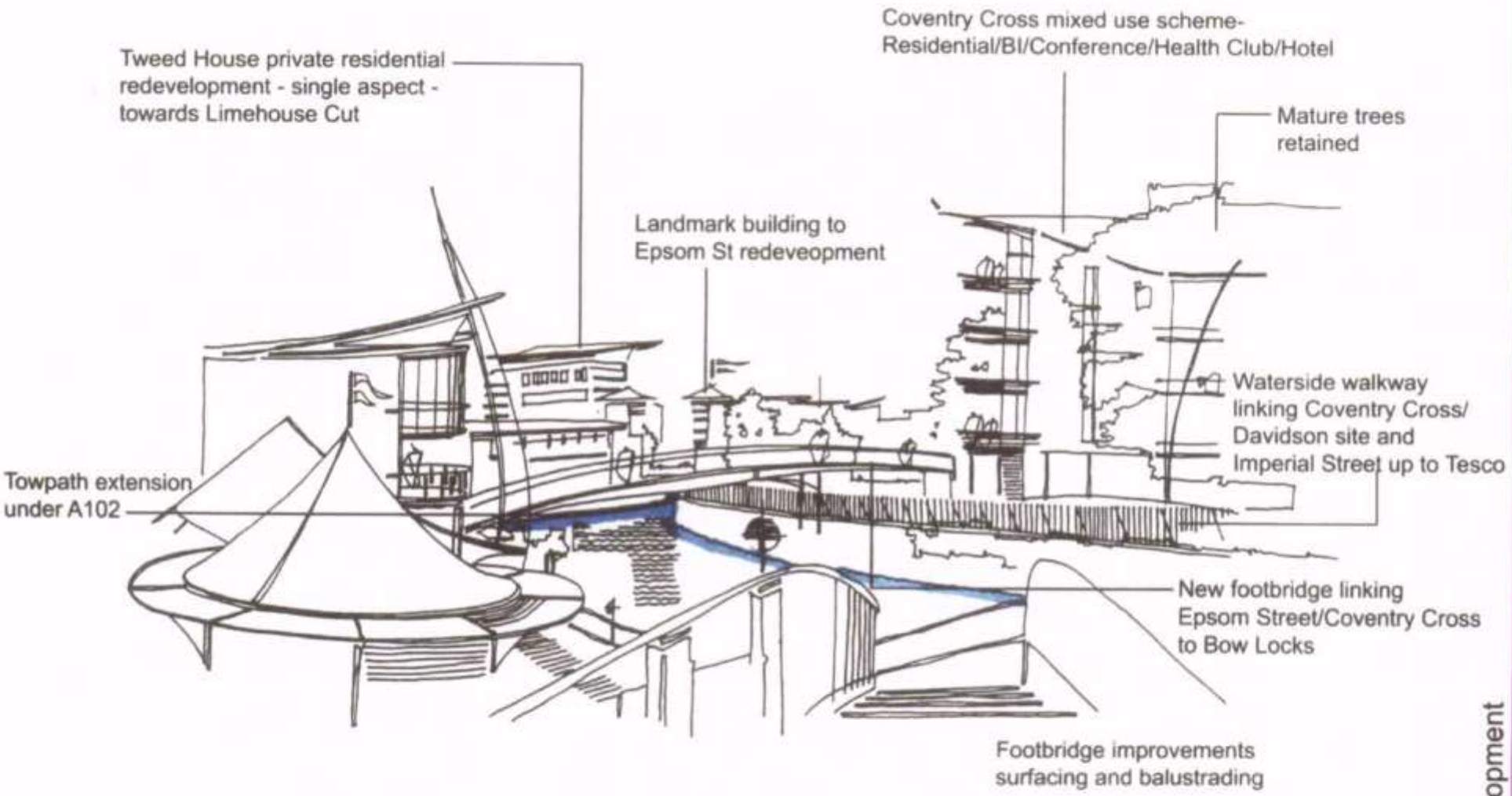
New housing proposals to incorporate removal of unsightly walls.
Towpath resurfacing, potential for mooring and fishing pontoons.


Service bridge improved for pedestrian access over navigations
New footpath route
Coventry Cross site being considered by Sir Alfred McAlpines Biscoe Stanton preparing development plan - mixed use. Requires greater level of permutation relative to the waterway
Epsom St - redevelopment proposal by EDAW mixed use scheme - direct connection to Coventry Cross via integrated open route subway crossing. Link to Teviot Estate via new footbridge
Landmark Buildings
Existing footbridge to be improved with regards to surface finish & balustrading
Bow Locks visitor moorings and trade boats
Towpath extended under A102
Bow Locks - British Waterways. Specialised shopping and leisure similar concept proposed as Bow Wharf - Hertford Union canal. Footbridge link to Coventry Cross on axis with subway.
Teviot moorings
Teviot Estate redevelopment proposals by Bailey Garner for Poplar HARCA

Project illustration number 42

Bow Locks: development site

Bow Locks/Coventry Cross redevelopment area.


Tweed House private residential redevelopment - single aspect - towards Limehouse Cut
Coventry Cross mixed use scheme- Residential/BI/Conference/Health Club/Hotel
Mature trees retained
Landmark building to Epsom St redeveopment
Waterside walkway linking Coventry Cross/ Davidson site and Imperial Street up to Tesco
Towpath extension under A102
New footbridge linking Epsom Street/Coventry Cross to Bow Locks
Footbridge improvements surfacing and balustrading

Bow Locks redevelopment
Speciality retail - pub/restaurant
Similar concept to Bow Wharf Hertford Union canal.

Bow Locks development

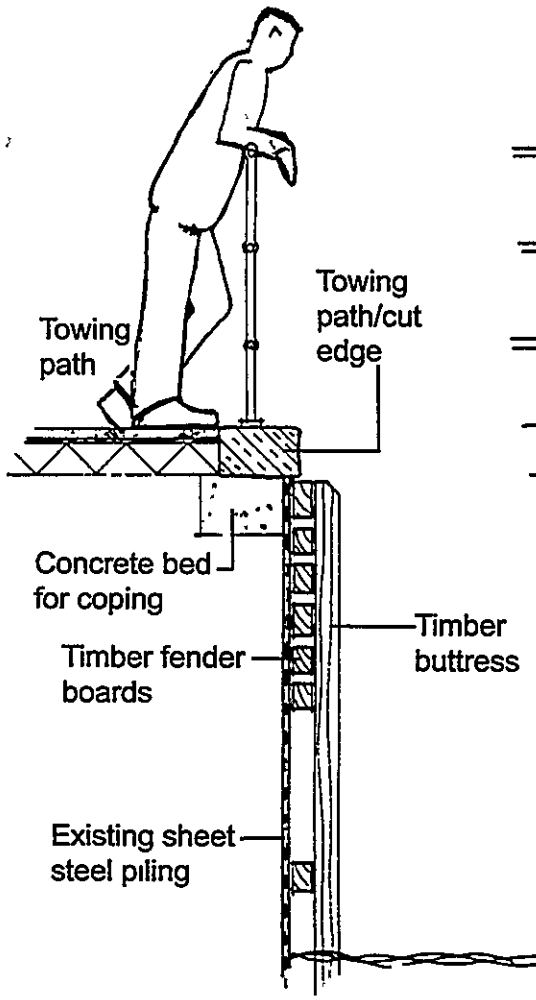
Project illustration number 42

7.12
a

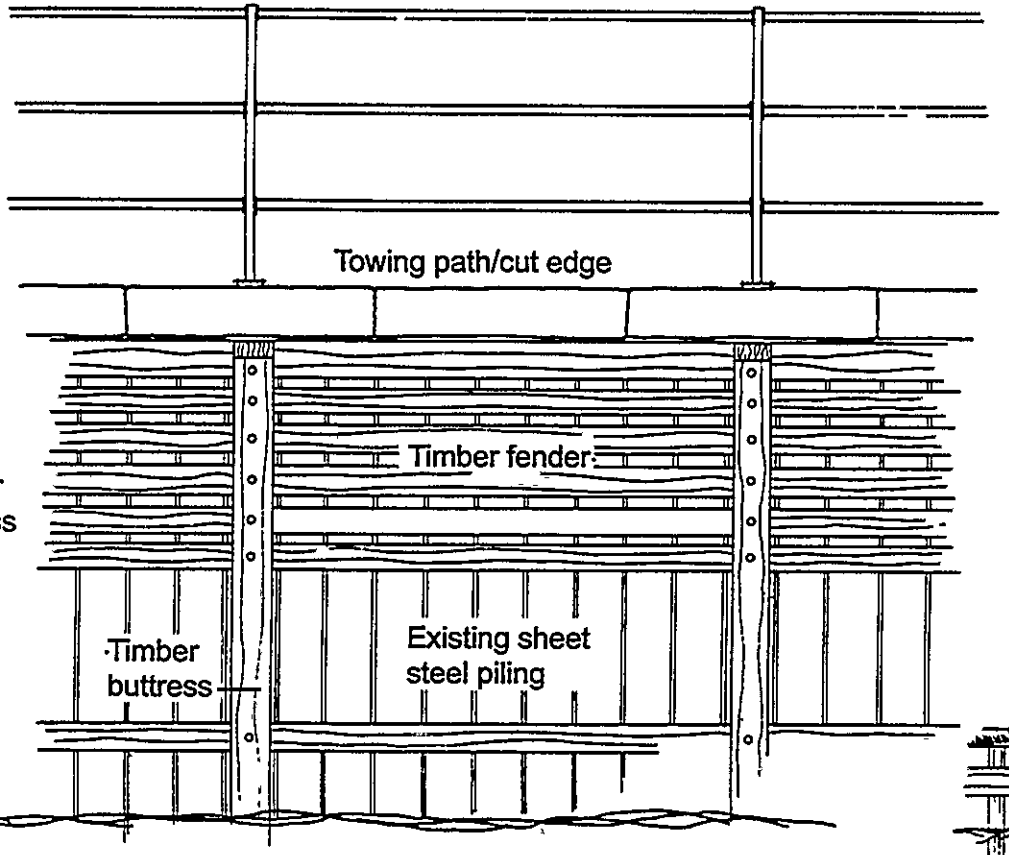
Unsightly patchy concrete waterway walls with high parapets at Alphabet Square.

Bow Back Rivers steel sheet piling.

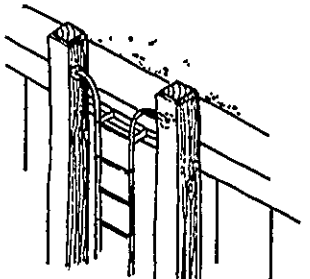
Cheadle and Elland House steel sheet piling, brick walling and steel fencing behind.



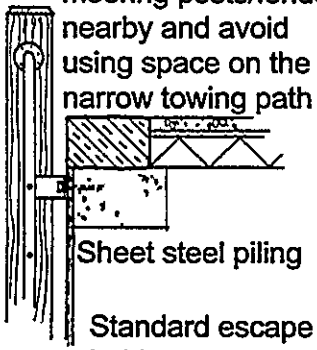
SECTION THROUGH TIMBER FENDERING

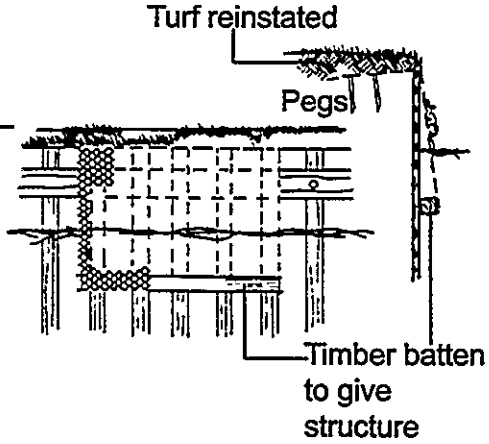


Example of proposed timber fendering to Limehouse Cut



Large section timbers to give appearance of mooring posts/fenders nearby and avoid using space on the narrow towing path



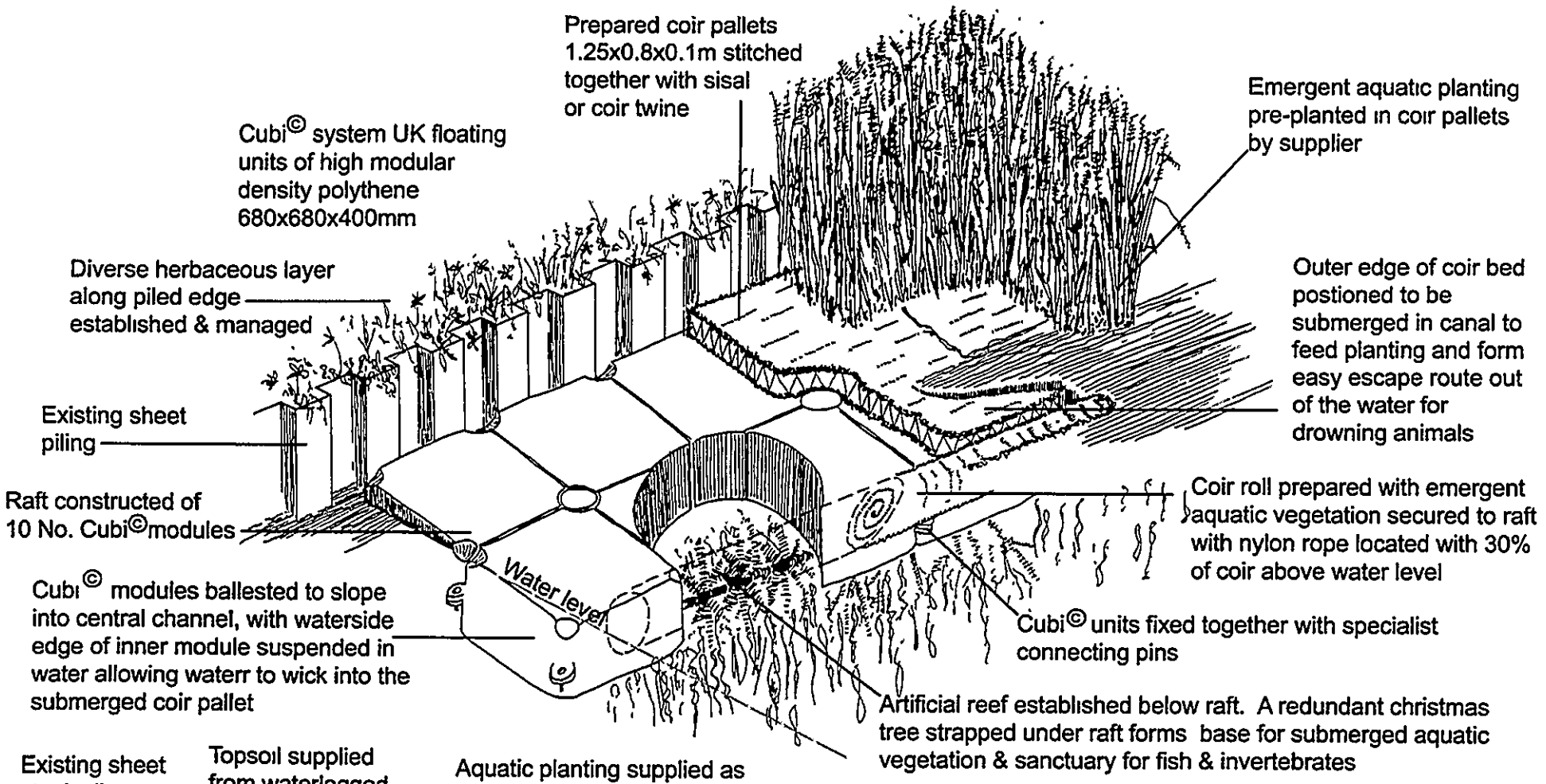


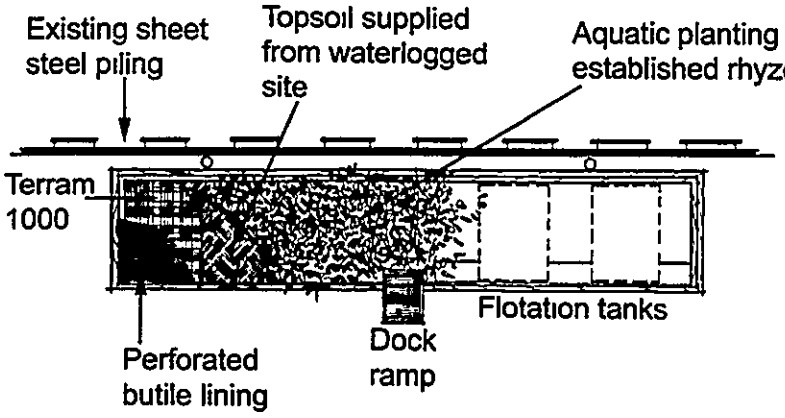
Simple escape ladder for small animals using Netlon

Bow Back Rivers - steel sheet piling to the waterway.
Identified pockets of coir matting and timber fendering proposals.

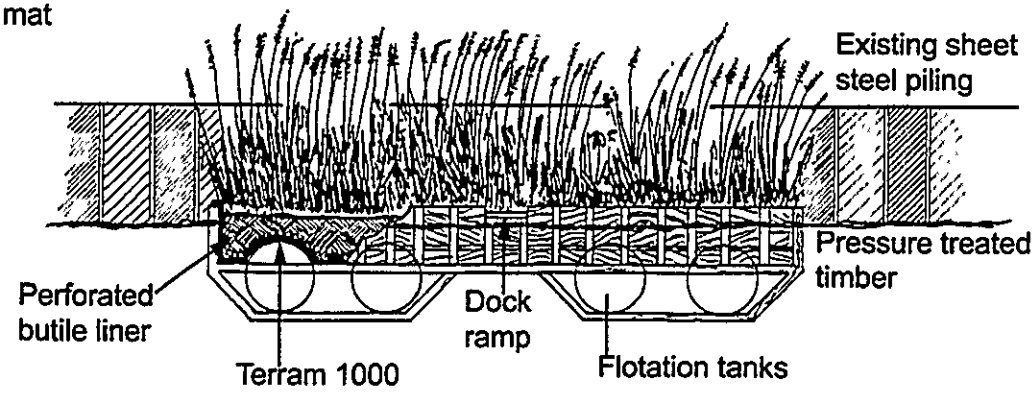
Detrimental boundary vegetation.

Bland waterway walls with structurally detrimental vegetation and galvanised palisade fencing.


Prepared coir pallets 1.25x0.8x0.1m stitched together with sisal or coir twine
Cubi© system UK floating units of high modular density polythene 680x680x400mm
Emergent aquatic planting pre-planted in coir pallets by supplier
Diverse herbaceous layer along piled edge established & managed
Outer edge of coir bed postioned to be submerged in canal to feed planting and form easy escape route out of the water for drowning animals
Existing sheet piling
Raft constructed of 10 No. Cubi© modules
Coir roll prepared with emergent aquatic vegetation secured to raft with nylon rope located with 30% of coir above water level
Water level
Cubi© modules ballested to slope into central channel, with waterside edge of inner module suspended in water allowing waterr to wick into the submerged coir pallet
Cubi© units fixed together with specialist connecting pins
Artificial reef established below raft. A redundant christmas tree strapped under raft forms base for submerged aquatic vegetation & sanctuary for fish & invertebrates



AQUATIC PLANTING PONTOON



Aquatic planting raft

Subsiding towpath opposite Alphabet square.

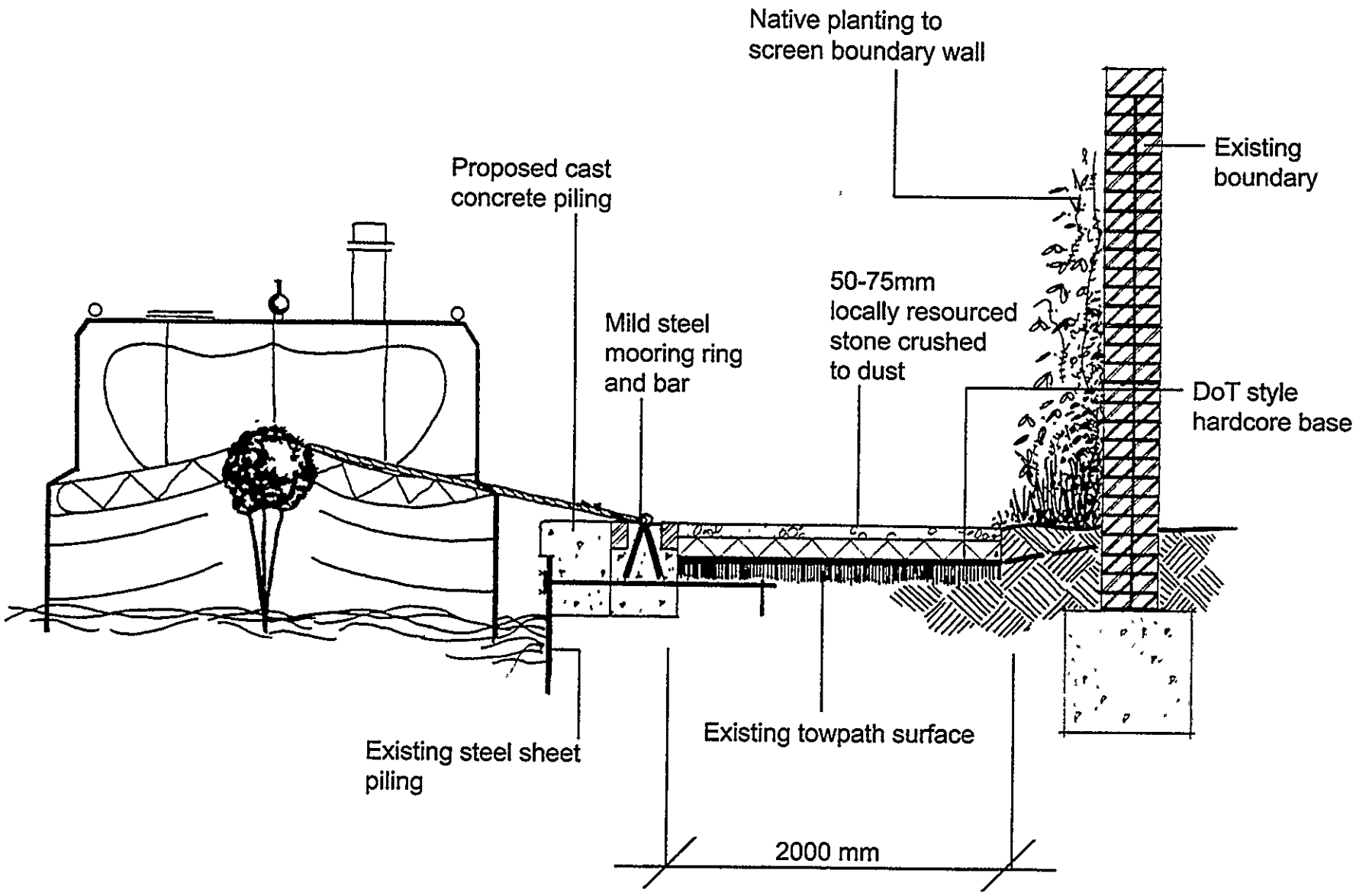
No surface finish over towpath leading up to Colman's Wharf.

Existing towpath finsih opposite meeson's Wharf, Tredegar Wharf.

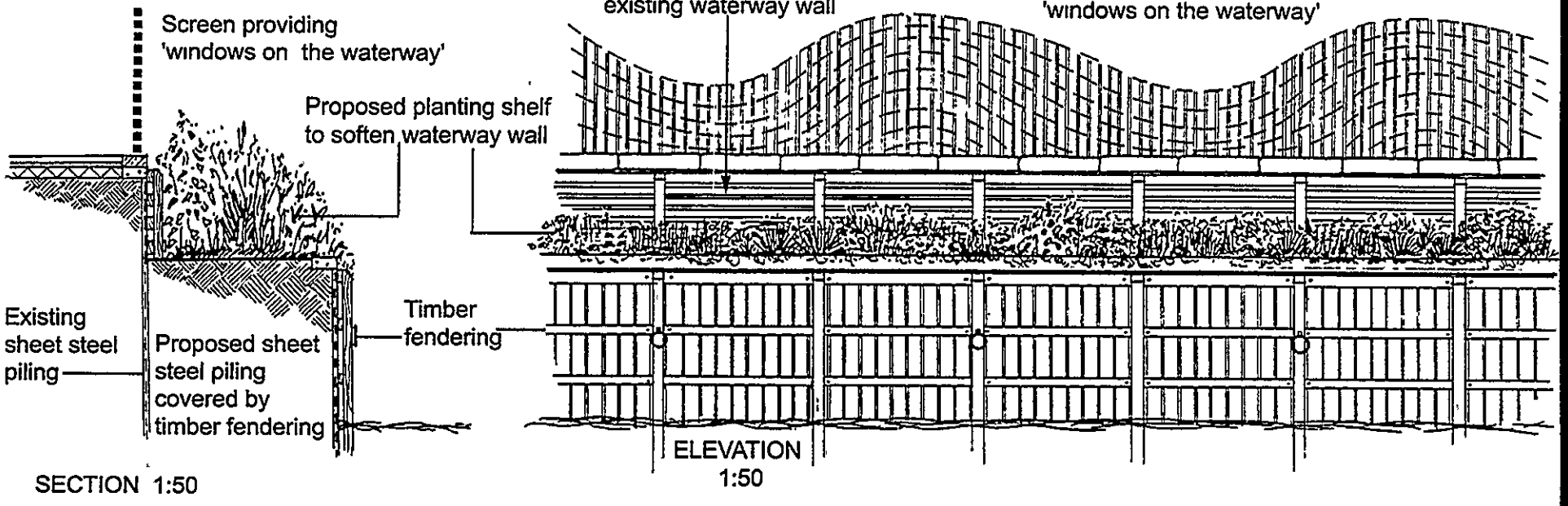
Narrow footway partially, steel sheet piling coping finish.

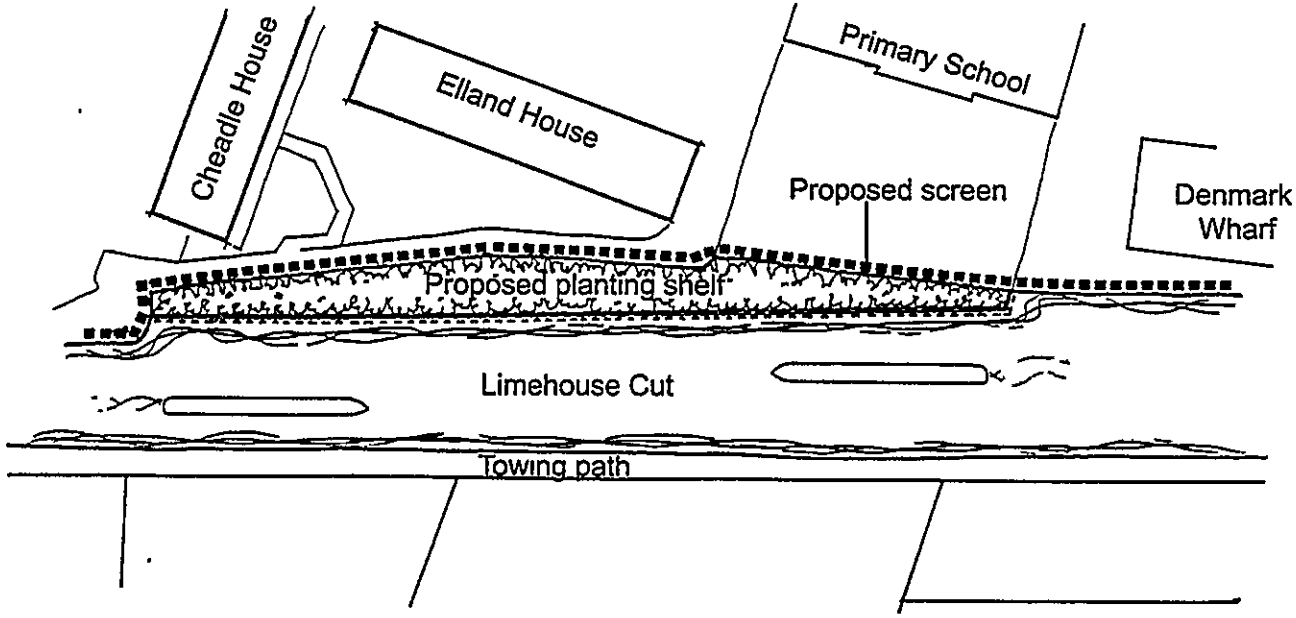
Potential planting schemes into exposed mud banks.

Narrow towpath at Commercial Road.


Native planting to screen boundary wall
Existing boundary
Proposed cast concrete piling
Mild steel mooring ring and bar
50-75mm locally resourced stone crushed to dust
DoT style hardcore base
Existing steel sheet piling
Existing towpath surface
2000 mm

New towing path on existing towing path base

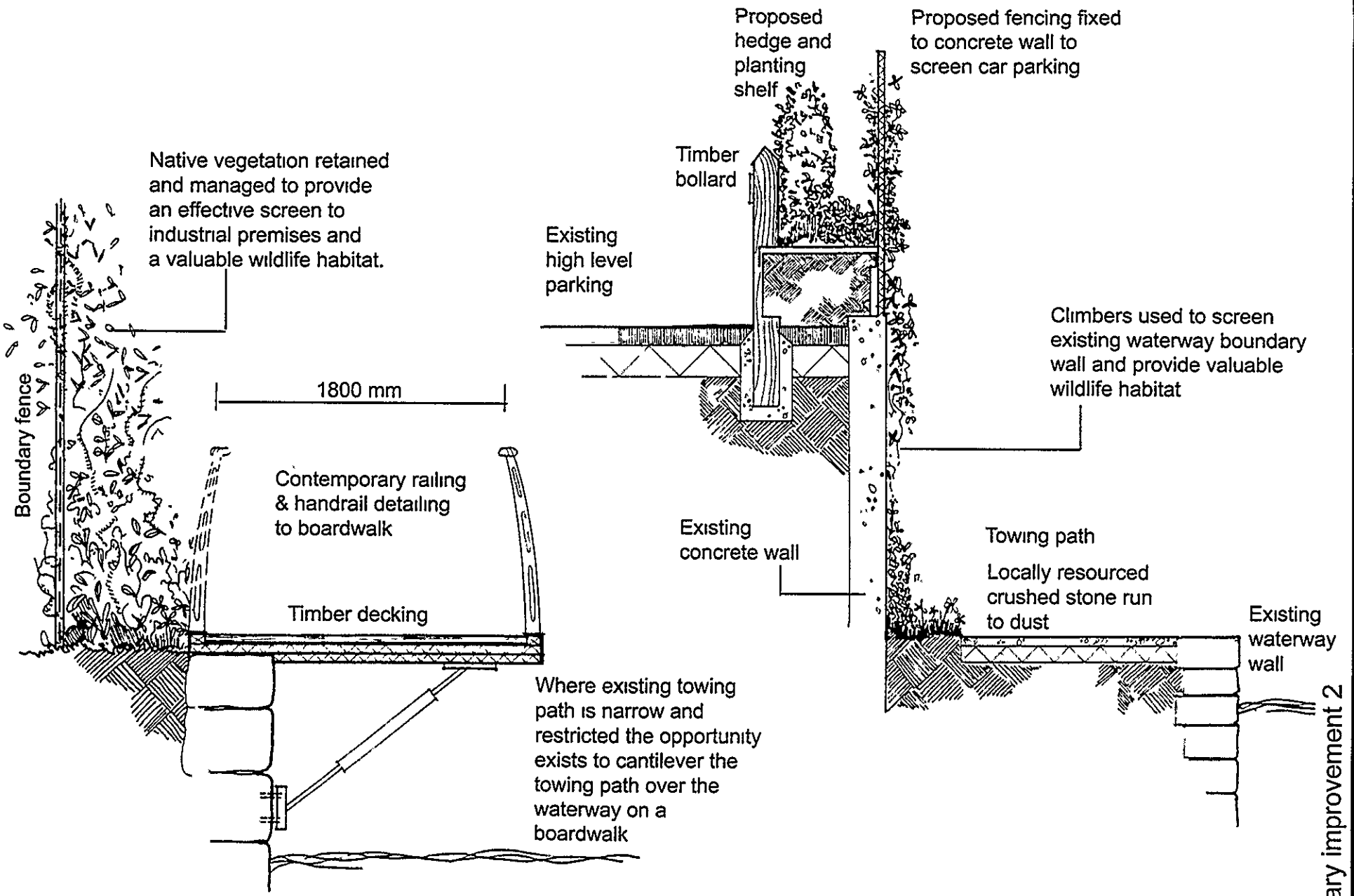




PLAN 1:50

Technical proposal 4

Boundary improvement 1


Native vegetation retained and managed to provide an effective screen to industrial premises and a valuable wildlife habitat.
Boundary fence
1800 mm
Contemporary railing & handrail detailing to boardwalk
Timber decking
Where existing towing path is narrow and restricted the opportunity exists to cantilever the towing path over the waterway on a boardwalk
Proposed hedge and planting shelf
Proposed fencing fixed to concrete wall to screen car parking
Timber bollard
Existing high level parking
Climbers used to screen existing waterway boundary wall and provide valuable wildlife habitat
Existing concrete wall
Towing path
Locally resourced crushed stone run to dust
Existing waterway wall

Technical proposal 5

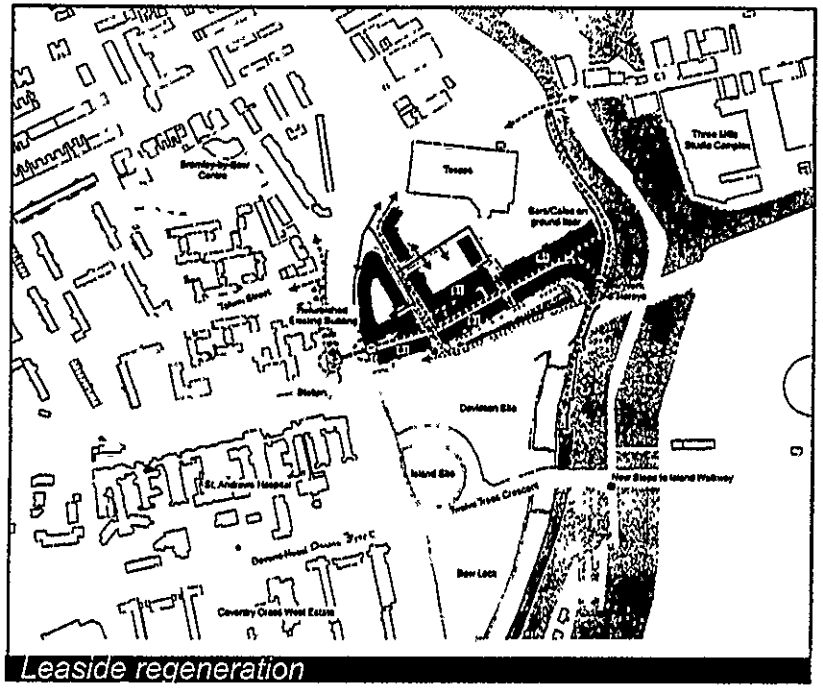
Boundary improvement 2

Air conditioning units overhanging narrow towpath.

Narrow gravel towpath strip. Mooring bollards on the inside of towpath, mooring ropes will lie across towpath route - safety issue.

Bad neighbour. Tredegar Wharf - rubbish spilling onto towpath, ultimately into waterway.

Overgrown vegetation requires management. Japanese knotweed becoming a significant problem. Buddliea remains a structural detrimental, removal should coincide with native tree and shrub planting.



KEY
- Local Park
- Hard landscaping
- Soft landscaping
- Development opportunity
- B1/B2/Live work
- Servicing access
- Secondary vehicular
- Pedestrian
- Destination/activity node
- Proposed pedestrian bridge

Illustration:
Redevelopment
Imperial Street

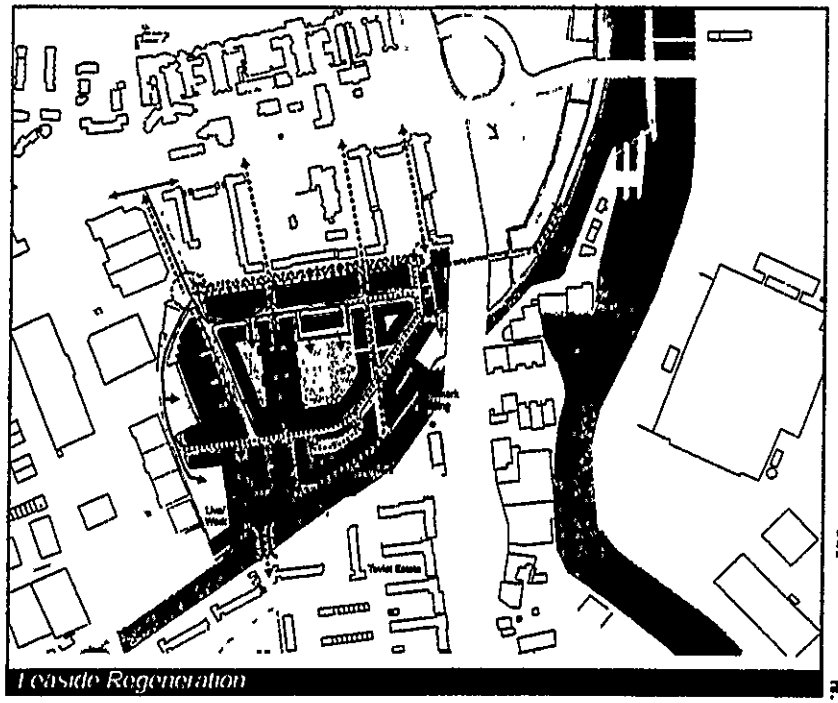


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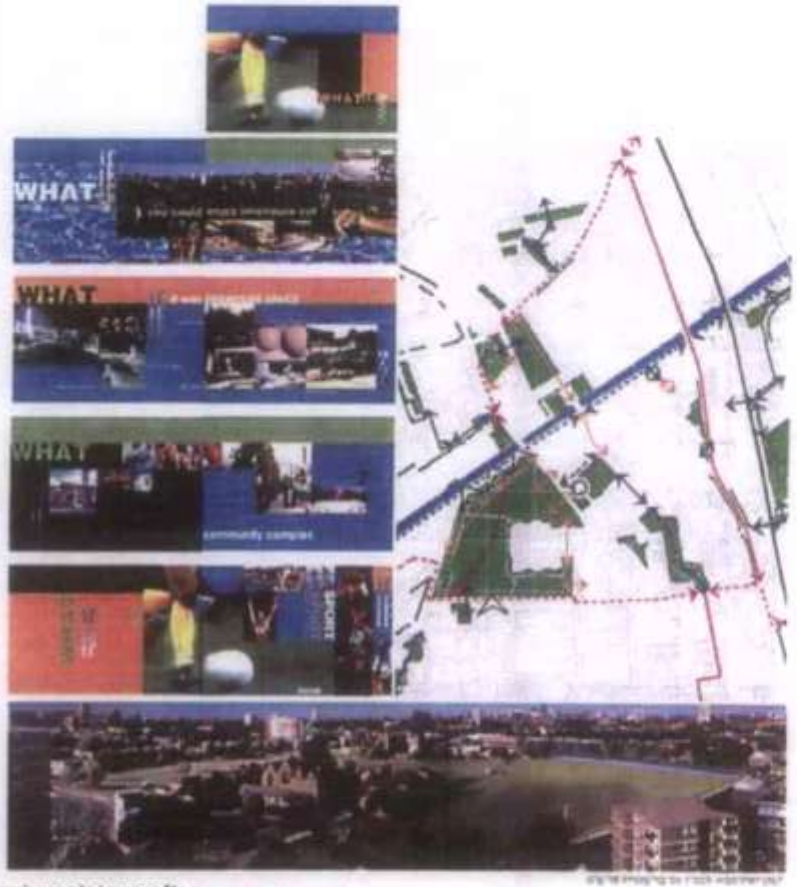
Illustration:
Redevelopment
Epsom Street

Figure 13 1
LIMEHOUSE CUT
Area Framework

EDAW



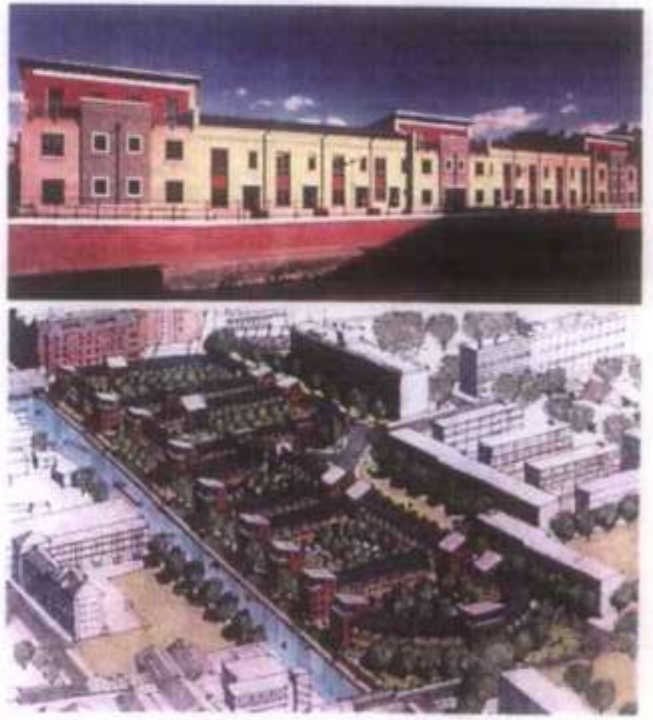
stockwoolstencroft

bartlett park

A strategic review of the opportunity for this significant open space in Tower Hamlets, in terms of relocation of residential units to enable the park to maximise its proximity to the limehouse cut canal, major landscaping improvements and the creation of new community facilities.

The proposals aimed at securing SRB funding in 2000

Bartlett Park



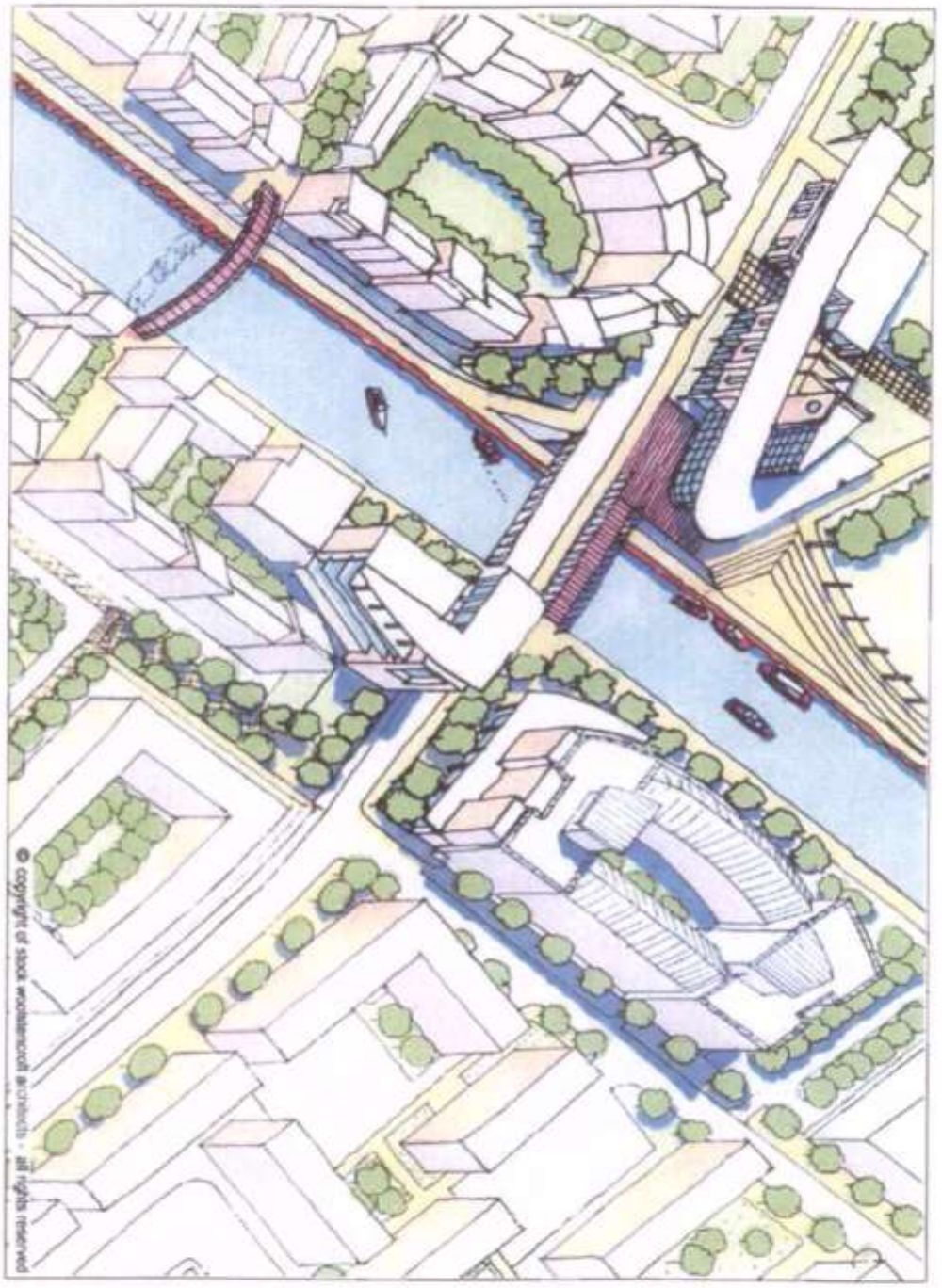
project profile

limehouse cut

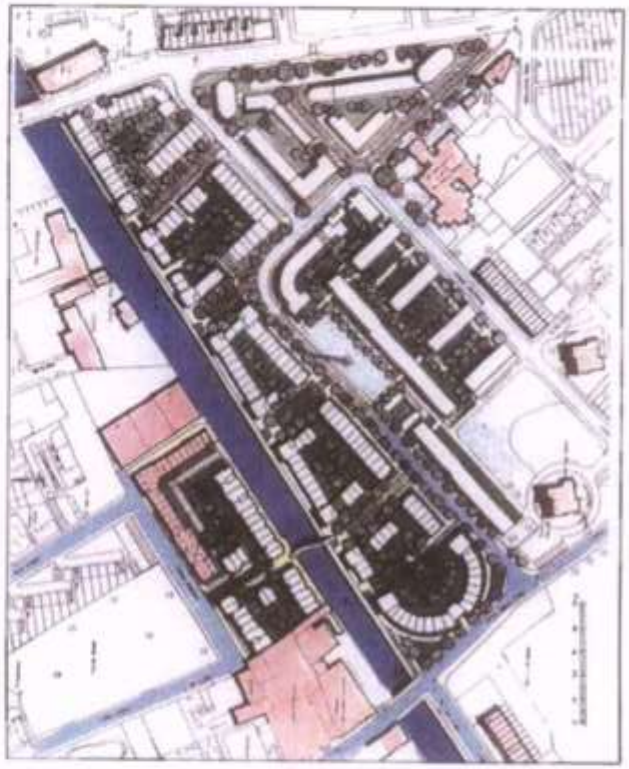
London E14, 1996

Area regeneration masterplan assisting the Local Authority in a successful SRB bid for funding to facilitate new homes along the canal to replace post war high rise blocks. The development comprises several light industrial sites upon which detailed design proposals have been developed. The first phase completed in 1999/2000.

Limehouse Cut



Current landscape proposals at Bow Locks once the engineering works are complete



stock | woolstencroft

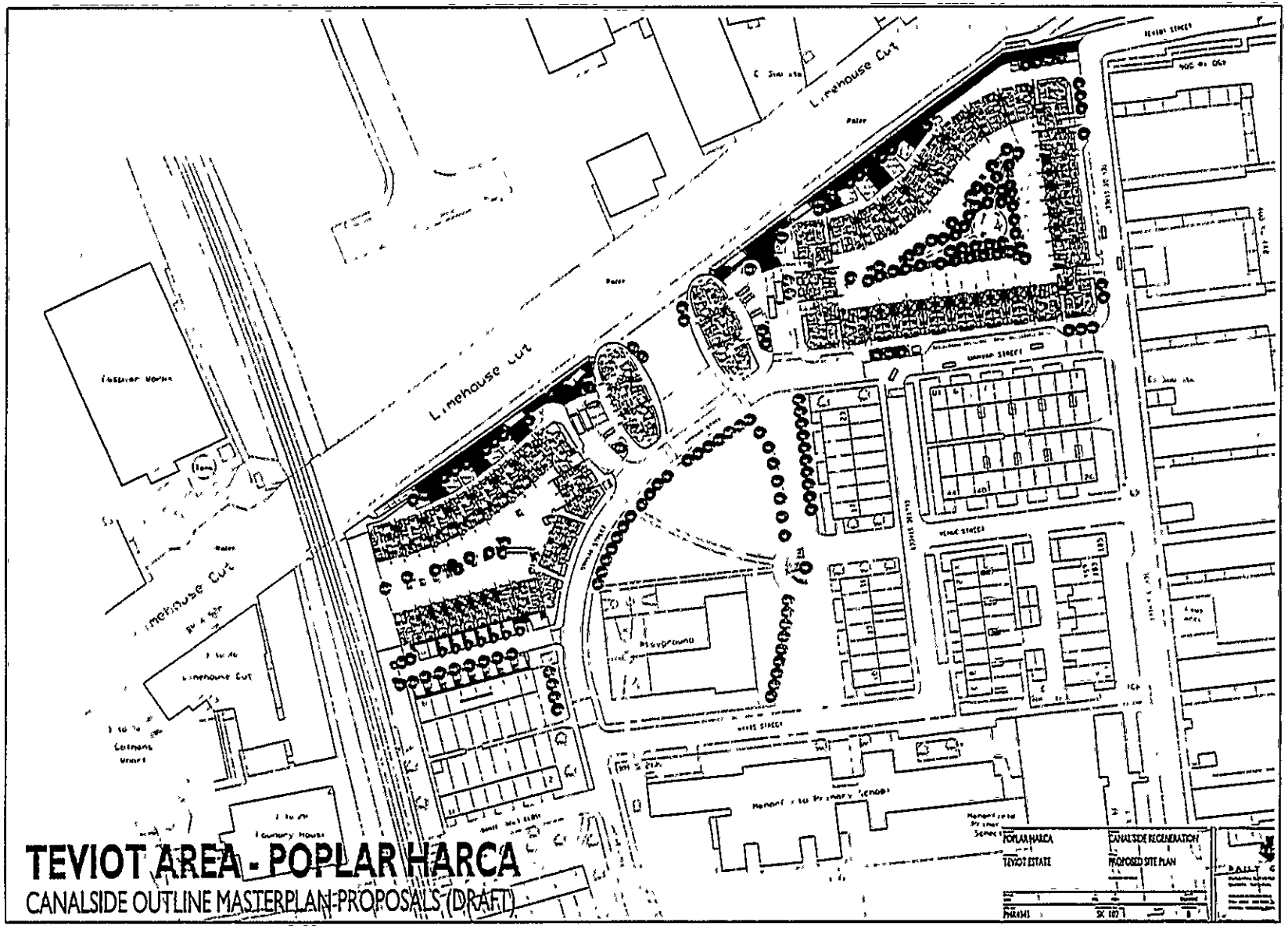
NEW HOMES FOR POPLAR HARCA

SITE PLAN

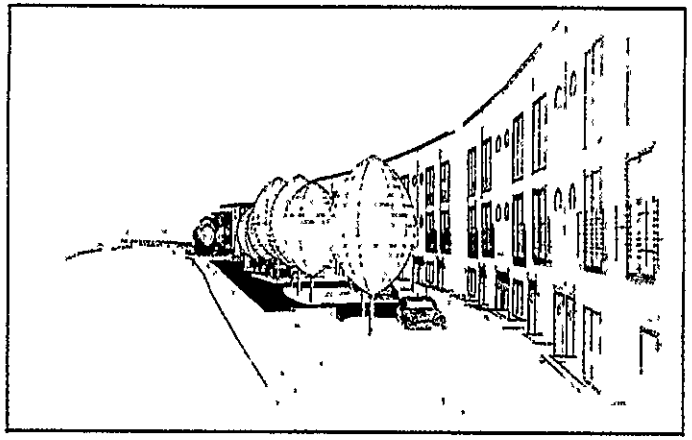
Site Plan

Stock/Woolstencroft

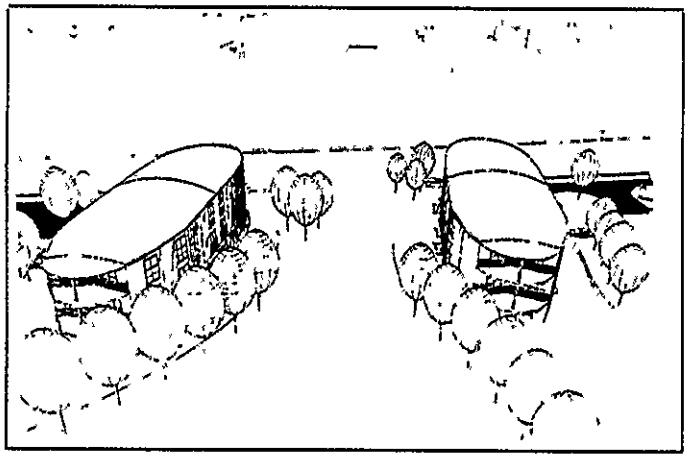
Active design organisations


Limehouse Cut
Limehouse Cut
Limehouse Cut
Limehouse Cut
Playground
TEVIOT AREA - POPLAR HARCA
CANALSIDE OUTLINE MASTERPLAN PROPOSALS (DRAFT)
POPLAR HARCA
TEVIOT ESTATE
CANALSIDE REGENERATION
PROPOSED SITE PLAN

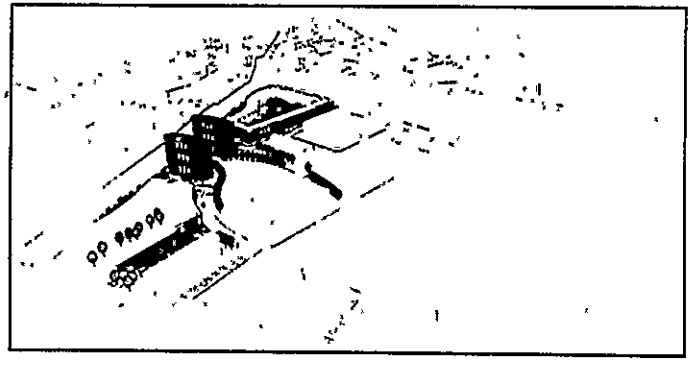
Plan



Perspective along the waterway.



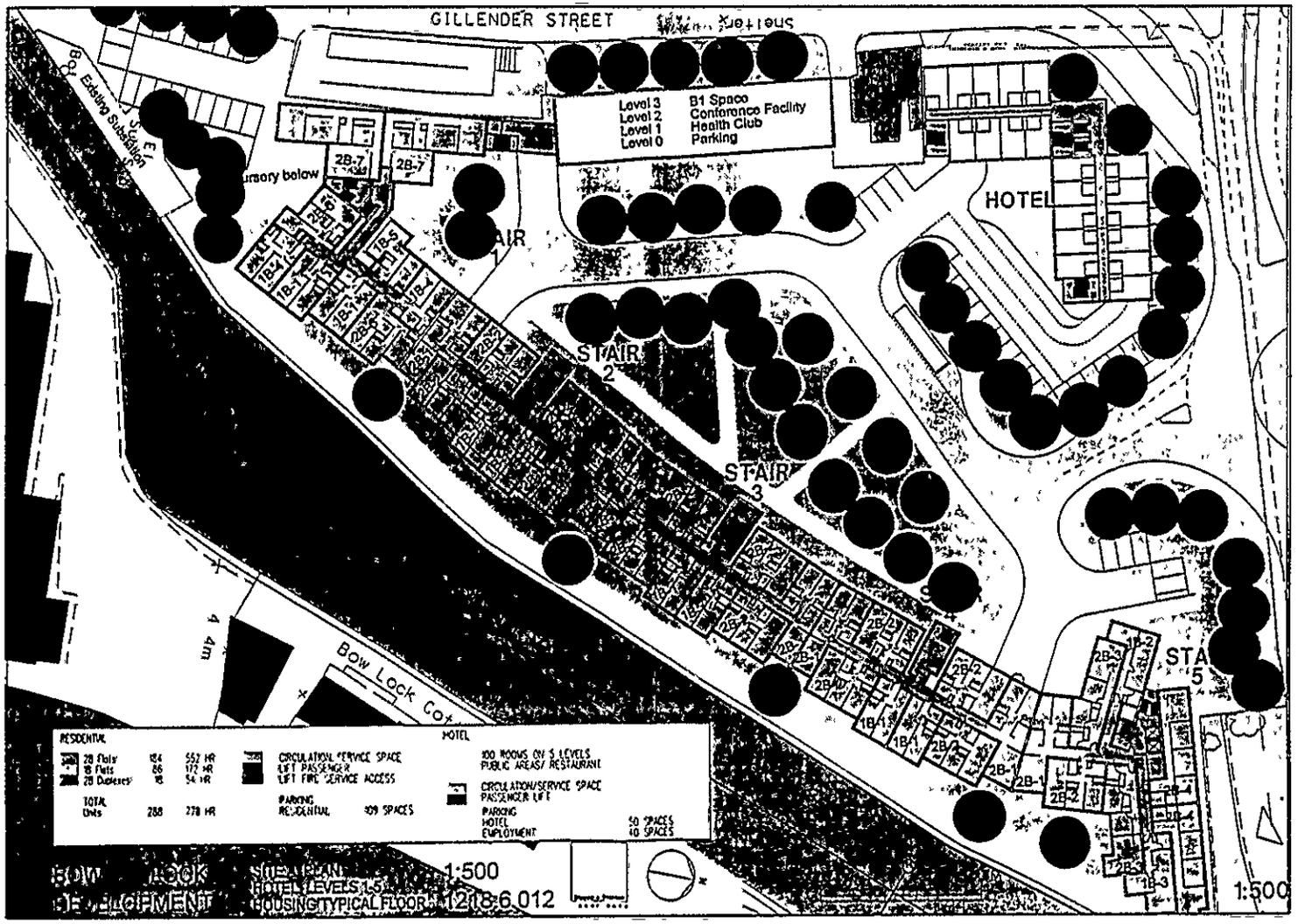
Linkage through the development to the waterway from adjacent green space.



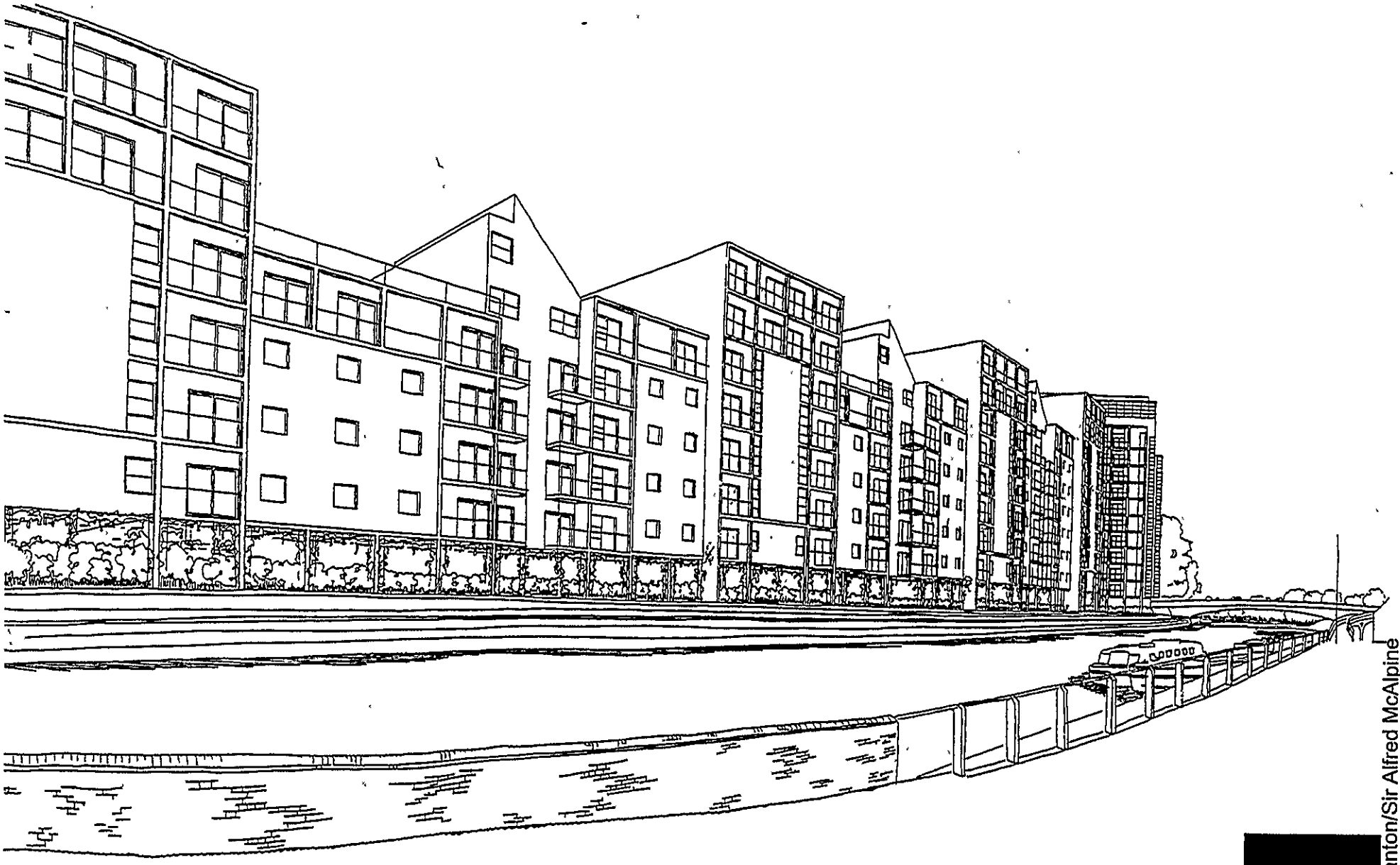
Aerial view of development.

Active design organsations

Bailey Garner


GILLENDER STREET
Level 3 B1 Space
Level 2 Conference Facility
Level 1 Health Club
Level 0 Parking
HOTEL
STAIR 2
STAIR 3
Bow Lock Cot
HOTEL
100 ROOMS ON 5 LEVELS
PUBLIC AREAS/ RESTAURANT
1:500
1:500

Plan



Perspective

Biscoe + Stanton/Sir Alfred McAlpine

Active design organisations

Biscoe + Stanton
ARCHITECTS

BOW LOCK PERSPECTIVE: Limehouse Cut, looking North 1218-6.203

WATER ACTIVITY AREAS

W1 Existing Marina with service berths. Permanent and visitor moorings.

W2 Dedicate Community Boat moorings

W3 Mooring for large Historic Craft (eg during festival) at one of the few remaining sections of original quayside that is still adjacent to the water

W4 Community Boat Club and canoe store with "look out" panel and low level timber decking for canoe launch and seating. Decking over the end of this inlet will also avoid the contrail of water borne rubbish which would tend to collect here.

W5 Trip Boat/Waterbus pinwits. One via Limehouse Cut to the River Lee Navigation, Hertford Union and Regents Canals. Another via the Regents to the Hertford Union Canal returning via the River Lee Navigation and Limehouse Cut. Important points of interest such as Three Mills, the Ragged School Museum, and Victoria Park Wharf could be linked in this way. The adjoining wharf space could accommodate the craws, which might be used occasionally by arrangement for loading/launching small boats when this did not conflict with the trip boat operation.

W6 Festival/Trade/Visitor Boats - waterspace and quayside that could be used in a variety of ways, becoming particularly important during the Limehouse Festival. Possible floating market, restaurant boat.

W7 Private Permanent Moorings - Pontoons accessed through the building. Could include moorings linked to the flats and residential moorings away from the main marina.

PUBLIC OPEN SPACE

P1 Extension to Regenerators Fields with a focus on the axis of the main park. This would encompass a pedestrian junction, provide a setting to the residential development, and be an important part of a potential green link.

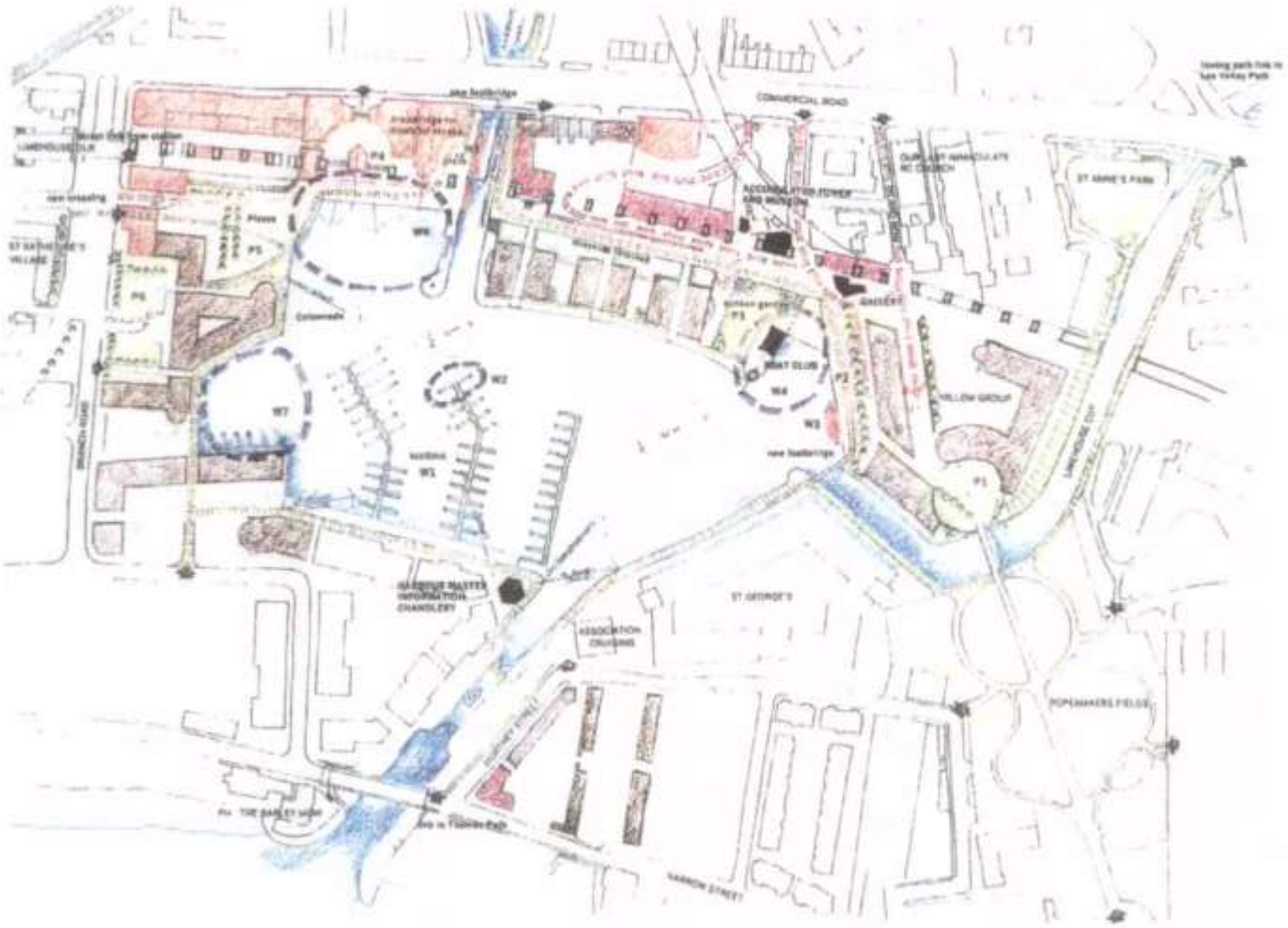
P2 Quayside with "boulevard" of trees separating vehicular use (of limited) seating to the Gallery, Museum and Boat Club. This could include seating to take advantage of late afternoon and evening sunlight.

P3 Sunken Garden - an outdoor display space for the gallery, museum, and festival activities, it would also provide a setting for the community boat club building, and a more quite, separate "green" area. An open space here would also allow views to the Accumulator Tower and museum.

P4 Incidental public spaces and Quayside punctuating the Arches and encompassing assembly areas related to the trip boats/waterbuses/cycle boats/festival uses.

P5 Main public "Plazas" linked visually and physically to Branch Road, the arches and retail units, providing a key festival activity/performance area as well as seating and use as a local open space.

P6 Forecourt and Local Open Space with tree screen to road, providing balance to buildings opposite in St Katherine's Village.



KEY

Existing buildings

Residential development

Artisan workshops

Retail/Commercial

Focal buildings

Primary Pedestrian route

Secondary pedestrian route

Pedestrian access

Vehicular access

Maintenance/service access

Green space public

private

Potential "Green Link"

Proposed tree planting

Strategic views

Winding space

Scale 1:1000

LIMEHOUSE BASIN

Original Limehouse Masterplan

British Waterways

Waterside Environmental Solutions

ARCHITECTS + LANDSCAPE ARCHITECTS
CONSERVATION + DESIGN + PLANNING

Development and Waterspace Strategy

Plan

LIMEHOUSE CUT REGENERATION PROPOSALS

PROJECT SCHEDULE

Project No.	Description	Budget Cost
1	**Limehouse Basin: Development** Completion of Development and Water-space Strategy, café building planned for this peninsular site	
2	**Limehouse Basin: Development** Completion of Development and Water-space Strategy, mixed use development planned for this remaining site.	
3	**Limehouse Basin: Development** Destination Water Taxi Pontoon.	
4	**Limehouse Library Park: Towpath** Towpath link from existing park to Limehouse Basin, cantilevered structure along boundary with associated handrailing, requires amendment to existing DLR abutments, new lighting scheme to bridge undercroft, possible grant assistance to building fabric.	
4a	**Limehouse Cut Gateway: Improvement** General redesign and improvement to Limehouse gateway structure leading out from Limehouse Basin.	
5	**Brittannia Bridge: Improvements** Removal of hidden corners by construction of masonry walling, improved bridge parapet and gateway onto the waterway, consideration of lighting, visual improvements to bridge ie masking of service pipework (maybe redundant), repainting staircase handrailing and extending towpath surface treatments. New handrail to towpath retaining wall in association with the removal of concrete upstand.	
6	**Commercial Road: Development** Removal of advertising hoardings to open up waterway to Limehouse cut. Site potential for conversion into lofts with associated carpark and terraced gardens. Widening of towpath for residential privacy , access and moorings.	
7	**Cheadle and Eland House, Our Lady's RC Primary School: Window on the Waterway;** Removal of lower brick walling replaced with new permeable fencing.	
8	**Cheadle and Elland House, Our Lady's RC Primary School: Boundary** Timber fendering to visually poor steel sheet piling.	
9	**Commercial Road Southern Edge: Towpath** Towpath improvements in terms of extending width and resurfacing together with re-establishment of water-side mooring bollards.	
10	**Cheadle and Elland House: Potential Mooring Site.** Pontoons with secure access to moorings together with feature lighting	

Project No.	Description	Budget Cost
11	**Commercial Road Southern Towpath: Access** In association with bridge improvements new ramped access east of Brittania Bridge.	
12	**Commercial Road: Management** Management over existing vegetation to retain views over waterway.	
13	**Denmark Wharf: Boundary** Removal visually poor fencing to be replaced with steel mesh fencing with associated core water matting to encourage soft edging. Rationalization of site storage.	
14	**Lidol Store: Boundary** Climber pits to be placed at 3 metre centres with associated semi mature trees to provide soft edging to waterway. Lidol store land. Linear planter to top of concrete retaining wall -Possible similar consideration for Post Office Site.	
15	**Burdett Road Bridge: Improvements** Narrowing of the waterway to provide land in order to improve ramped and stepped access improved lighting, bridge parapets signage and seating. Pontoon to serve water taxi. Safety check railings to be incorporated within design as bridge is low relative towpath in association with secure policy for other waterway users. Possibility of lowering extended towpath alongside existing to allow continued cycling, warning to cyclists of low bridge.	
16	**Premier Works: Boundary** Graphic design in association with core matt planting to visually enhance bland building water frontage, Junction of building with bridge concrete corner, dwarf wall to be constructed to form planter to allow mature tree planting and shrubs.	
17	**Premier Works adjacent site: Development Site** New small Starter Industrial Units by Etcetera	
18	**Thomas Road Industrial Site: Boundary** Business boundary improvement. Softening of palisade fencing, provision of waterside decking opening up waterway for business employee's, possible tree pits and planting waterside vegetation between business units and waterway.	
19	**Abbots Wharf: Development Site** Development site relating to Bartlett Park and waterway with potential inlet basin for moorings and perimeter residential development, swing or lifting bridge to maintain towpath.	
20	**Thomas Street: Landscape** Structure planting along Thomas Street to improve views into and from waterway.	

Project No.	Description	Budget Cost
21	**Cotall Street: Moorings** Secure mooring site opposite Cotall Street access between Thomas Street Industrial Units, Lower Pontoon deck relative to business unit terraces	
22	**Barlett Park/Cotall Street: Development site** Proposed demolition of Cotall Street apartment block to allow much needed structured public open space, which enhances waterway perspective with associated community building, a positive finger post to the area and waterway. Re-design of park with structure planning terracing and public amenities.	
23	**Thomas Street Eastern Site: Development Site** Further extension to Bartlett Park to north with associated public buildings	
24	**Bow Common Bridge: Improvements Visual and access;** enhanced gateway, lighting and parapets integrated with re-development each side of the cut, towpath increased to allow bridge improvement ahead of development.	
25	**Phoenix Business Centre: Boundary** Coir matting and planting to promote green edging, screen to car parking and rationalisation of site storage.	
26	**Bow Common Bridge Land South of Cut: Development Site.** New residential site by Stock-Woolstencroft Architects for Poplar Harca.	
27	**Alphabet Square: Footbridge** New footbridge proposed by East Thames Housing Group linking Bartlett Estate with Furzegreen, soft landscaping scheme required within courtyard.	
27a	**Alphabet Square: Opposite Towpath** Towpath appears to be subsiding, requires filling and resurfacing.	
27b	**Alphabet Square: Boundary** Lower visually hard concrete parapet constructing new parapet with upper and lower timber fendering.	
28	**Pioneer Wharf: Development Site** New residential site by Stock-Woolstencroft Architects for Poplar Harca	
29	**Anchor Wharf: Boundary** Improvement of boundary to scaffolding yard, removal of low level scaffolding, new steel mesh fencing to boundary	
30	**Alphabet Square to Violet Road Bridge: Towpath** Resurfacing of towpath	

Project No.	Description	Budget Cost
31	**Violet Road/Morris Road Bridge: Improvements** Increase in towpath width to improve ramped and stepped access together with lighting, bridge parapets, signage and gateway finger posting	
32	**Colmans Wharf: Towpath** Towpath improvements in terms of extending width and resurfacing together with re-establishment of water side mooring bollards.	
33	**Colmans Wharf: Moorings** Potential Site for moorings opposite Colmans Wharf with secure access and linear associated pontoons. Demolish concrete bunker structure and add further supplementary planting.	
34	**Colmans Wharf DLR Bridge: Improvements** Visual graphical improvements to visually poor steel beam	
35	**Bow Common: Existing New Buildings** Visually poor new buildings, enhancements works, possible internal rethink of business operation to present waterway with enhanced elevations i.e. canteen or office areas placed to view over waterway or graphic scheme.	
36	**Teviot Estate: Development Site** New residential site by Bailey Garner Architects for Poplar Harca	
37	**Teviot Estate/Poplar Centre: Footbridge** New footbridge proposed linking north and south residential areas and employment, supported in EDAW study.	
38	**Towcester Road/Epsom Street: Development Site** Mixed use development site identified in EDAW study	
39	**Teviot Estate: Moorings** Potential mooring site relating to new residential site, mixed mooring scheme	
40	**Tweed House: Development** Existing social housing developed into a private concern with single main aspect towards the waterway and new top level penthouses, opening up and terracing associated gardens.	
41	**Bridge A102: Improvements** Ramped access improved to 1:12 incline, parapet, lighting, gateway and stepped access also improved with the towpath being cantilevered and extended under the dual carriageway linking through to Bow Locks.	

Project No.	Description	Budget Cost
42	**Bow Locks: Development Site** Residential and Hotel proposals at Coventry Cross being developed by Alfred McAlpines on behalf of Tower Hamlets. Greater scheme to include lockside areas for mixed use and associated moorings.	
43	**Twelve Trees Cresent Bridge: Improvements** Bridge requires redecoration and lighting enhancement, together with painting of service pipe.	
44	**Bow Locks Area: Development** Lockside areas current engineering works and landscape improvement to surfaces and footbridge.	
45	**Bow Creek: Landscape** Native tree planting proposals by British Waterways as part of Bow Locks Improvement works	
46	**Twelve Trees Crescent Service Bridge: Footbridge** Conversion of existing service bridge into pedestrian footbridge.	
47	**Twelve Trees Crescent Bridge: Moorings** Potential Linear mooring scheme	
48	**Davidson and Island site: Development Site** Residential, service station and fast food outlet proposals by Fairview homes.	
49	**Three Mills DLR Bridge: Improvements** Colour scheme to enhance aesthetics of rail bridge and undercroft improvements.	
50	**Imperial Street: Development Site** Potential identified in EDAW study for mixed use scheme incorporating improved access from Bromley-by-Bow Station linking Davidson site and Tesco frontages, short term visual improvement with trees and shrubs to boundary with waterway.	
51	**Tesco Superstore Three Mills Lane: Boundary** Improve finish to existing fencing by painting green finish, maintain existing vegetation to ensure permeability onto the waterway open up terracing, plant semi trees to boundary of Northern Carpark, remove existing fencing from Northern Carpark and substitute with new steel mesh fence with associated vegetation. New mooring pontoon for shopping boat	
52	**Bow Creek : Landscape** Retention and management of existing trees and shrubs.	
53	**Three Mills Bridge: Improvements** Carry out visual improvements incorporating towing path access surfacing and gateway by removal of existing brick security structures, new parapet, lighting and painting of steel girder. New pedestrian access.	

Project No.	Description	Budget Cost
54	**Tesco Northern Carpark: Boundary** Improve boundary by removing existing fencing and planting semi mature trees and associated shrubs screening carpark.	
55	**Junction of Three Mills River/Lee: Moorings** Potential linear mooring scheme	
56	**Site opposite Tredegar Wharf: Boundary** Remove corrugated fencing and replace with steel paladin fence and associated vegetation to waterway core matts. Possible grant assistance towards building fabric improvement, rationalize storage within site.	
56a	**Tredegar Wharf: Towpath** Resurfacing of towpath with associated copings and boundary improvements.	
57	**Tredegar Wharf: Boundary** Bad neighbor, enforcement action required to rationalize site storage and to prevent continued spillage of material onto towpath	
58	**Meeson's Wharf: Development** Future redevelopment site for mixed use scheme to improve built development with waterside, part of site to be used to form access down on to new cantileverd towpath from reused pipebridge as footbridge.	
58a	**Site opposite Meeson's Wharf: Towpath** Resurfacing and reconfiguration of towpath with associated planting	
59	**Site opposite Meeson's Wharf: Landscaping** Surfacing improvements together with structure planting.	
60	**Site opposite Meeson's Wharf: Development** Relocation of calor gas operation, extension of towpath, resurfacing and associated planting together with boat facilities building.	
61	**Bow Flyover and Bridge: Improvements** Visual bridge improvements from the waterway and extension of the towpath under cantilevered structure above the water attached back to the steel sheet piling. New parapets and lighting to the flyover structures.	
62	**Bow Flyover: Environmental Improvements** Remove perimeter advertising hoardings to open up waterway and relocate them as a coordinated scheme under the flyover on the waste ground, outside the cover of the flyover allow landscaping scheme to flourish to the perimeter of the new hoarding structure's.	

Project No.	Description	Budget Cost
63	**Bow Flyover/Bow Back River: Footbridge** To connect new length of towpath under flyover existing pipebridge to be refurbished for pedestrian access across cut.	
64	**Bow Back River/Lee: Footbridge** Improve existing footbridge over Bow Back in terms of new parapet balustrading, resurfacing and lighting, regrade existing ramp to minimum 1:12	
65	**A 102 Bow Back: Boundary** Reduce impact of A102 by retention of existing vegetation and underpin with further tree planting. Core matting and associated landscaping together with timber fendering to reduce visual impact of steel sheet piling	
66	**Vulcan Wharf: Boundary** Retention and improvement of existing vegetation with general maintenance of towpath, new copings and resurfacing.	
67	**Service Bridge:Improvement** Visual graphic improvements to bridge/undercroft improvements.	
68	**Vulcan Wharf/Cooks Road: Development** Future redevelopment site for mixed use scheme to improve built development with waterside	
69	**Aggregate Site/Lee: Boundary** Bad neighbor, enforcement action required to rationalize site storage and to prevent continued spillage of material into the waterway.	
70	**Aggregate Site/Lee: Boundary** Revetment works embankment scheme with associated structure planting to provide green backdrop to waterway.	
71	**St. Clements Wharf: Mooring** Mooring pontoon/water taxi position to link with footpath routes	
72	**St. Clements Wharf: Boundary** Retention of existing shrubs and herbaceous vegetation continued maintenance of boundary.	
73	**Iceland Wharf: Boundary** Enhance green buffer to waterway with tree planting planting additional emergents in existing mud banks. Improve business boundary.	
74	**St. Clements Wharf: Development** Railtrack site redevelopment in-corporating sympathetic treatments to waterside and Greenway.	

Project No.	Description	Budget Cost
75	**Greenway Bridge: Improvements** Bridge and associated service bridge to be improved in terms of colour scheme, lighting, bridge undercroft painting and removal of brick dwarf wall replaced with new handrailing. Infill open undercroft areas with brickwork. Remove hidden corner with a terrace of planting within brickwork planters.	
76	**Old Ford Locks/Janet Chemin: Development** Area integrated improvement scheme, masterplan, landscaping, redevelopment with associated mooring and boat facilities. Study being carried out by Moore Piet Brookes	
76a	**Old Ford Locks: Towpath** Cut back existing hedgerow and resurface towpath	
77	**Old Ford Locks/Lee: Footbridge** Existing footbridge to be improved in terms of new anti-slip surface, repainting balustrading and improved lighting. New cycle barriers to replace existing	
78	**Bow Industrial Park: Landscape** Retention and maintenance of existing vegetation	
79	**Wharf's Opposite Bow Industrial Park: Boundary** Rationalization of site good neighboring improvements scheme being carried out by The Lower Lee Project	
80	**Roach Works: Development** Masterplan and proposals being prepared by Stock/Woolstencroft Architects for commercial scheme.	
81	**Roach Works: Footbridge** As part of redevelopment proposals for Roach Works site new footbridge proposed over The Hertfordshire Union Canal connecting residential areas together.	
82	**Fish Island: Gateway** New finger post gateway stucture onto the cut, scheme being devised by Moore Piet Brookes	

GENERAL

Strategies required to deal with the following issues:

- On-going maintenance of existing vegetation
- Litter both in the water and along the towpath
- Japanese Knot Weed
- General safety-buoyancy aids

Appendix

British Waterways Publications:

- London's Waterways – a Strategic Vision.
- Waterways Access for All. 1999. *(Design guidance).*
- Under Lock and Quay; Reducing Criminal Opportunity by Design. A Guide to Waterside Development and Improvement in London. *(Design guidance).*
- Design Manuals; Volume One, Two and Three. 1999.
- Bow Back Rivers Corridor Study. 1996.

- EDAW Leaside Regeneration Study. 2000.
- London Canals Committee Standard for Canalside Development. *(Design guidance).*
- The Borough of Tower Hamlets Urban Design and Conservation Policies. *(Design guidance).*
- Environmental Strategy London Borough of Tower Hamlets Lower Lea Valley – Moore Piet Brookes. 1997
- Imaging Fish Island – Moore Piet Brookes. 2000